

**Community Funding Project Submittals:**

		<u>Amount Requested</u>	<u>Bill, Account</u>	<u>Requestor</u>
1	Contra Costa Crisis Service Hub	\$2,810,742	LHHS, HRSA, Facilities Construction	Suzanne Tavano, CCHS-BHD
2	Mobile Crisis Response Team (MCRT) Expansion	\$1,061,552	LHHS, HRSA, SAMHSA	Suzanne Tavano, CCHS-BHD
3	Collaborative Care Implementation	\$900,000	LHHS, HRSA, Professions	Karin Stryker, CCHS
4	Buchanan Field Air Traffic Control Tower	\$12,500,000	THUD, AIP	Keith Freitas & Beth Lee, Airports
5	Buchanan Field ARFF, Administrative Office and Terminal Building	\$6,500,000	THUD, AIP	Keith Freitas & Beth Lee, Airports
6	Byron Airport Utility Program	\$5,800,000	THUD, EDI	Keith Freitas & Beth Lee, Airports
7	New Bay Point Library Tenant Improvements	\$1,000,000	THUD, EDI	Alison McKee, Librarian
8	Veterans Memorial Buildings Improvements	\$1,000,000	THUD, EDI	Nathan Johnson, VSO
9	Public Works Projects ( <i>Transportation</i> )	various	THUD, Local Transp Priorities	Mary Halle, PW

## Community Project Funding Requests, by Cong. District

	<b>Rep. DeSaulnier (D-11)</b>		<b>Rep. Thompson (D-5)</b>		<b>Rep. McNerney (D-9)</b>		<b>Rep. Swalwell (D-15)</b>	
1	Contra Costa Crisis Services Hub	\$2,810,742	Contra Costa Mobility for All	\$1,000,000	Veterans Memorial Buildings Impv.	\$300,000	Veterans Memorial Buildings Impv.	
2	Mobile Crisis Response Team Expansion	\$1,061,552	Carquinez Middle School Trail	\$2,500,000	Contra Costa Crisis Services Hub	\$2,810,742	Contra Costa Crisis Services Hub	
3	Collaborative Care Implementation	\$900,000	Contra Costa Crisis Services Hub	\$2,810,742	Mobile Crisis Response Team Exp.	\$1,061,552	Mobile Crisis Response Team Exp.	
4	Veterans Memorial Building Improvements	\$600,000	Mobile Crisis Response Team Exp.	\$1,061,552	Collaborative Care Imp.	\$900,000	Collaborative Care Imp.	
5	New Bay Point Library Tenant Improvements	\$1,000,000	Collaborative Care Imp.	\$900,000				
6	Market Ave. Complete Street	\$2,200,000						
7	Morgan Territory Rd. Bridge Replacement MP 5.0	\$1,500,000						
8	Morgan Territory Rd. Bridge Replacement MP 5.2	\$1,500,000						
9	Marsh Creek Rd. Bridge Replacements #143 & #145	\$1,000,000						
10	Contra Costa Mobility for All	\$2,000,000						
11	Buchanan Field Air Traffic Control Tower	\$12,500,000						
12	Buchanan Field ARFF, Administrative Office and Terminal B	\$6,500,000						
13	Byron Airport Utility Program	\$5,800,000						

## Subcommittee on Labor, Health & Human Services, Education and Related Agencies

### *Health Resources and Services Administration (HRSA), Health Facilities Construction and Equipment*

#### **Contra Costa Crisis Services Hub**

The Contra Costa Crisis Services Hub (“the Hub”) would consolidate and expand access by Contra Costa residents to an array of crisis services. The county’s mobile crisis teams would be headquartered at the Hub and a crisis intervention, urgent care center established.

The Hub would provide integrated mental health and substance use treatment services to best address the multifaceted needs of county residents. Individuals needing crisis intervention, but not extended crisis stabilization, would be able to access this level of care on an urgent basis whether self-referring or referred by one of the mobile crisis teams after a community intervention. The multidisciplinary treatment team staffing the Hub’s crisis clinic would have expertise in addressing acute mental health, substance use and co-occurring conditions. This component of the current crisis intervention continuum is missing in Contra Costa and would serve to support and enhance diversion from the county’s hospital-based Psychiatric Emergency Service, inpatient psychiatric hospitalization, visits to emergency departments of local hospitals and, in some cases, legal detention.

In order to create this Hub, Contra Costa County Behavioral Health Services is proposing to renovate a County-owned facility, centrally located in Concord on Oak Grove Road. The budget needed to complete renovations is **\$2,810,742.00**. Necessary work includes building demolition, exterior fenestration, roofing, creation of interior partitions, plumbing, HVAC, electrical and fire protections.

## **Subcommittee on Labor, Health & Human Services, Education and Related Agencies**

### *Substance Abuse and Mental Health Services Administration (SAMHSA)*

#### **Mobile Crisis Response Team (MCRT) Expansion**

Contra Costa County Health Services is working on a collaborative Community Crisis Response Initiative. Participants in this initiative include diverse stakeholders comprised of county behavioral health staff, city police officers, city manager staff, NAMI, people with lived experience, and staff from community-based organizations. Collectively, the team is working toward the shared goal of ensuring a timely response to behavioral health crises, anytime, anywhere in the county. To address unmet needs identified through this collaborative community effort, the county is seeking to enhance its mobile crisis response services.

Contra Costa Behavioral Health Services (CCBHS) proposes to augment existing Mobile Crisis Response Teams to more fully address the needs of Contra Costa residents by adding two teams for increased capacity to respond in a more timely way than currently possible with existing staff and to add Alcohol and Other Drugs Counselors to more effectively address crises related to substance use. Given the large geographic area of Contra Costa, travel time from the West to the East side of the county can be long, especially during hours of commute traffic. The addition of these two teams would support a more rapid response needed in crisis situations.

**The requested budget for additional Alcohol and Other Drugs Counselors, Mental Health Clinical Specialists, and Mental Health Community Support Workers is \$1,061,552.**

**Subcommittee on Labor, Health & Human Services, Education and Related Agencies:  
*Department of Health and Human Services, Health Resources and Services Administration  
(HRSA), Health Professions Education and Workforce Development***

**Collaborative Care Implementation Community Funding Project Proposal**

**Overview**

Contra Costa Regional Medical Center and Health Centers (CCRMC-HC) is the primary medical and dental network provider for Medi-Cal beneficiaries enrolled in CCHP and serves over 86,400 of these enrollees annually in its eleven federally qualified health clinics (FQHCs). CCRMC-HC supports the most vulnerable and low-income population in the County, including a high number of homeless and immigrant residents and others who traditionally have a high prevalence of mental health and co-occurring conditions. An analysis of our 86,400 Medi-Cal clients show 34% have behavioral health needs. Of these, about 50% currently receive mental health services. It is projected the remaining unserved individuals predominately would benefit from mild to moderate intensity interventions and would not meet medical necessity criteria for Specialty Mental Health Services. Additionally, 57% of adults reported experiencing some COVID-19 related adversity or trauma (Yasgur, 2021). Provision of universal behavioral health screenings will result in increased identification of these persons.

During the past year, CCRMC-HCs patients have been impacted deeply by COVID-19 pandemic, suffering disruption to their daily lives, financial adversity, and mental illness. Changes to healthcare delivery systems dramatically reduced access to providers early in 2020. Primary care and mental health services went un-utilized. However, in March 2020 CCRMC-HCs quickly adjusted to implementing newly funded telehealth services, making primary healthcare and mental health care more accessible to patients. For those with transportation and linguistic needs, telehealth is an innovative mode of getting their care needs met at home.

Currently, mild to moderate level mental health services are offered in CCRMC-HCs clinics, but are underutilized due to several challenges. Additionally, mild to severe services are provided through CCHP's external provider network which does not utilize the CCHS electronic health

record (HER) and whose providers have no direct interaction with primary care providers. This coordinated, but segregated, delivery system does not support highly integrated care and can be challenged in meeting increased demand for services and provision of appropriate linguistic capacity, especially for Spanish speaking enrollees.

Over the past several years, CCRMC-HCs has leveraged funding from California's Department of Health Care Services (DHCS) programs including the Public Hospital Redesign and Incentives in Medi-Cal (PRIME), Quality Incentive Program (QIP), and the Behavioral Health Integration Incentive Program to integrate Primary Care and Behavioral Health Services at all 11 clinics. The Behavioral Health Integration (BHI) project was developed with support from CCRMC HC leadership, including the Behavioral Health Director, the Chief Medical Officer and the Health Services Director. Achievements to date include:

**1. Universal Screening and Workflow Integration**

- a. Screening all primary care patients using validated tools (SBIRT, PHQ, GAD-7, etc).
- b. Physical co-location of Behavioral Health providers in primary care clinic setting.
- c. Real-time connection to embedded behavioral health providers using same day appointments or warm hand offs from primary care provider to behavioral health clinician.
- d. Streamlined referral, triage, and initial evaluation process.

**2. Operational and Technical Infrastructure**

- a. Stakeholder-driven governance to support the design, implementation, testing, training and optimization of the BHI project.
- b. Policy/Procedural development for all components of the BHI project, including productivity expectations and clinical care plan/treatment model standards.
- c. Increased clinical capacity in primary care setting, ie licensed (MFT or LCSW) staff and psychiatry.
- d. Enhancement of the CCHS electronic health record system to include systematic triage, referral, and scheduling for patients with identified behavioral health needs.

- e. Dashboards supporting data-driven caseload and program-level measures to track the progress of patient's treatment, and proactively monitor treatment care plans.
- 3. Quality and Process Improvement**
- a. Comprehensive QI/QA strategies, including PDSAs, to monitor and improve relapse prevention, referral follow-up, treatment adherence, clinical outcomes and patient and provider satisfaction.

### **Description of Project**

While CCRMC-HCs continues to participate in QIP, this project includes funding request for outstanding project aims of optimizing existing infrastructure by supporting the education and training for behavioral health staff, implementing a standardized treatment model across 11 FQHC clinics within the CCRMC-HC system, and an aggressive EHR build to support coordination of care. The project will be self-sustained after the optimization phase using FQHC reimbursement and infrastructure support from the CCRMC-HC system of care.

CCRMC-HCs aims to implement Collaborative Care Model due to its demonstrated effectiveness and efficiency in delivering integrated care (American Psychiatric Association (APA) and Academy of Psychosomatic Medicine (APM), 2016). The Collaborative Care Team is led by the primary care provider (PCP) and includes behavioral health clinicians, and psychiatrists all working at the top of their license. The team develops and implements a measurement-guided care plan based on evidence-based practices. Primary care and behavioral health providers collaborate effectively using shared care plans that incorporate patient goals. The ability to get both physical and mental health care at a familiar location is comfortable to patients and reduces duplicate assessments. Increased patient engagement oftentimes results in a better health care experience and improved patient outcomes.

Once certified, CCRMC-HCs clinicians will be able to onboard new hires and provide annual refresher trainings. Along with Collaborative Care Model, CCRMC—HCs will develop comprehensive training plans that will include evidenced based practices, skill-development and tool-development, including trauma-informed care, motivational interviewing, EHR, and

workflow trainings. These trainings will be integrated into our existing e-learning management software and made available to all staff participating in Collaborative Care treatment teams.

Coupled with the clinical enhancements, technical improvements are needed to support the Collaborative Care teams. An aggressive EHR build will include adopting epic's case management module, improving the depression registry, and enhancing existing screening tools, assessments, documentation, and scheduling templates.

The project funding will be directed to enhancing the following professional development activities:

1. Initial certification training in Collaborative Care Model
2. Development of comprehensive training materials
3. Onboarding and training new hires
4. EHR enhancements including aggressive builds and epic module implementation

## **Budget**

### **1. Initial Certification Training Sessions \$150,000**

Existing Behavioral Health Clinicians and Primary Care Provider champions will participate in the Collaborative Care Model certification training. Cost includes training fees and clinic coverage.

### **2. Develop training materials and training plan \$300,000**

Training materials and plan will incorporate the skills and tools necessary to carry out this project, including trauma-informed care, motivational interviewing, EHR, and workflow training.

### **3. Implement Behavioral Health Case Load Management Tool \$200,000**

This tool will be used by the Behavioral Health providers to track patient panels, review provider-level outcomes, conduct caseload review, follow-up with patients dropping out of care, monitor referrals, and review treatment plan adherence.



#### **4. Implement patient completed electronic screening tools \$150,000**

Screening tools for all age groups will be built into the patient portal in the EHR for all patients seen for primary care services to complete prior to their visits. Results will be reviewed by the primary care provider and brief interventions will be provided by the collaborative care team.

#### **5. Other Professional Development cmlink builds \$100,000**

Other EHR enhancements include open scheduling for initial behavioral health evaluations, optimizing workflows and clinical documentation.

#### **References**

American Psychiatric Association (APA) and Academy of Psychosomatic Medicine (APM).

(2016). *Dissemination of Integrated Care Within Adult Primary Care Settings: The Collaborative Care Model*. APA and APM.

Yasgur, B. S. (2021, March 15). New Data on Worldwide Mental Health Impact of COVID-19.

*Medscape*.

## **Buchanan Field Air Traffic Control Tower**

**Project Name:** Buchanan Field Air Traffic Control Tower

**General description of the project and why it is needed:** Relocate and construct a new Air Traffic Control Tower. The tower is 60 years old and in need of substantial, expensive repairs such as new siding and windows to mitigate leaks, replacing the HVAC system, replacing the roof, replacing the original tile flooring and paint which contain hazardous materials, substantial upgrade of the plumbing and electrical systems, and modifying the entire building to meet ADA/OSHA standards.

Buchanan Field is a former military facility and is over 75 years old. It is an active Part 139 Airport that has scheduled commercial service, 3 FBOs, and several thriving flights schools and clubs that result in over 100,000 operations annually. Buchanan Field has dual pairs of crosswind runways and an extensive and complex taxiway system. The current entitlement funds are used to address Master Plan priorities such as runway rehabilitation and reconstruction, taxiway rehabilitation and reconstruction, security upgrades, replacement of the Aircraft Rescue and Fire Fighting equipment and facility, airfield electrical and lighting upgrades, updating the Airport Layout Plan, and removing unsafe and unnecessary pavement to reduce incursions. There are eighteen pavement, safety, security, planning, and system upgrade projects identified on the Airports' ten-year ACIP, totaling over \$20,000,000. All of the current and proposed AIP projects are necessary to keep this 75 year-old facility in a safe operating condition for current and forecasted aviation use. A new tower is important for long-term viability of the airport but, given the extensive list of higher priority projects and costs associated, it continues to be out-prioritized on the priority and funding list. Further, due to the numerous airports in the San Francisco region that annual compete for AIP discretionary funds, it is improbable that a majority of the annual funding would be allocated for a new tower at one regional airport. The cost also far exceeds the financial capacity of the Airport Enterprise Fund.

**The benefits of this project and why is it a priority:**

Having a tower at Buchanan Field Airport correlates with positive economic development. Specifically, having a tower has, and continues to, open up economic development opportunities such as the recent, attraction of new scheduled commercial service and an influx of corporate jets (from 18 to 25, or a 39% increase to date) to Buchanan Field Airport. The added aviation activity has increased revenues to the Airport Enterprise Fund which directly enhances financial stability of the Airport Enterprise Fund. Business attraction also increases the direct and indirect economic impact and number of jobs generated by the airport.

Buchanan Field Airport is a nonprimary, regional airport with over 100,000 annual operations; the number of operations continue to steadily increase each year. The current tower has reached the end of its useful life and has extensive ongoing maintenance costs and needs significant upgrades in order to meet current building codes, ADA requirements, and Occupational Safety and Health Administration (OSHA) standards. In addition, the adopted Master Plan development plan includes the construction of a new tower with a preferred location on the other side of the airport which is at the apex of the runway visibility zone to increase visibility and safety of the

airfield and to enhance operational capacity. As such, it is more cost effective to build a new tower in the preferred location rather than retrofitting the existing tower to address the various health and safety issues.

Replacing an antiquated and non-code compliant tower with a new one is fully consistent with fundamental objectives of AIP funding; (1) to provide a safe and secure airport and airway system; and (2) to develop reliever airports. The new tower will provide greater visibility of the airfield and the newer technology will greatly enhance safety and provide more efficient air traffic services. Air traffic control towers are undeniably integral to flight safety and facilitating air traffic services.

Building a new tower in a differing location, as outlined in the 2008 Master Plan, has an added financial and safety benefit by not having to make expensive, temporary tower arrangements while the work was underway.

Contra Costa County has a long and solid track record for leveraging and managing federal, state, and local grant funding necessary to expedite project implementation. As an example of our grant management stewardship, we have leveraged over \$3.7 million over the last 5 years and have successfully completed the projects and closed out the grants within 3 years.

Buchanan Field Airport is poised for continuous growth and utility as it is centrally located, has direct access to two freeways, maintains its FAR Part 139 Certificate, has onsite Aircraft Rescue and Fire Fighting, and is proximate to essentially a new city when the former Concord Naval Weapons station (2,300 acres) is converted to industrial, commercial and residential uses. Further, as the Airport is within the airspace for the San Francisco, Oakland and Sacramento Airports, it is anticipated that smaller general aviation and commercial activity will relocate to Buchanan Field as the primary airports reach maximum utility. Constructing a new air traffic control tower is necessary to address the multitude of building issues described above plus it is a proactive approach to best ensure that it can manage the future aviation activity.

**Amount requested for the community project for FY22 and the total project cost:** The total project cost is \$12,500,00 and the amount requested is \$12,500,000.

**Can the project obligate all appropriated funds within 12 months after enactment?** No, project design and environmental analysis would be performed initially. We anticipate that construction would begin within 18-months of funding award.

**Estimated start and completion dates:** Depending upon funding release timing, the anticipated project implementation start date is July 1, 2021, and full project completion is expected by mid-2025 (weather depending).

**Has the request been submitted to another subcommittee or committee this fiscal year?** No.

**Does the project have other public and/or private funds committed for forecasted costs related to operations and maintenance? If so, what is the source and amount of those funds?** The FAA's annual rent would be used to fund the operation and maintenance of this facility once it is constructed.

**Does the project require an environmental review? If so, what is the status and/or outcome of the environmental review and the National Environmental Policy Act (NEPA) category of action (if applicable)?** This project is subject to environmental review; both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act of 1969, as amended. The environmental review processes would be initiated once the project has undergone initial design.

**How will the project contribute to the airports disadvantaged business enterprise goals?** Project construction would be subject to a DBE goal.

**Has the project received previous Federal funding? If so, how much and which public law provided it?** No.

**Is the project AIP-eligible?** Yes

**What is the airport's code?** CCR

**Has the airport submitted a grant application for this same project to FAA? If so, when?** Yes, a supplemental AIP application was submitted for funding in Fiscal Year 2018/19. The project was not selected for supplemental funding at that time.

**Would the project increase or decrease air traffic?** This project should not impact air traffic volume.

**Would the project increase or decrease aviation safety?** This project should increase aviation safety as the current tower location is not in the best location for visibility of the entire airfield.

**Would the project increase or decrease environmental risks?** This project should not impact environmental risks.

**Does the airport and airport sponsor support the project?** Yes, this project is positively supported by the airport sponsor and its various stakeholders.

**Are there any stakeholders – such as residents that live near the airport, state or local officials, state department of transportation officials – that oppose the project?** We are unaware of any stakeholders that oppose the project.

## **Buchanan Field ARFF, Administrative Office and Terminal Building**

**Project Name:** Buchanan Field ARFF, Administrative Office and Terminal Building

**General description of the project and why it is needed:** The Buchanan Field Airport Master Plan adopted by the Board of Supervisors on October 28, 2008, identifies a new general aviation terminal on the capital improvement list. The new terminal will replace the existing terminal at the north end of John Glenn Drive. Plans and specifications for the construction of the terminal, along with landscaping and parking, have been prepared.

The new terminal will be a single-story, steel building consisting of approximately 18,657 square feet. The new terminal will include space for the Airports Division Administrative staff, Airport Rescue and Fire Fighting (ARFF) staff and equipment, public space to support scheduled/unscheduled air service providers, office space for aviation businesses, and general public meeting space. The Airports Division currently rents office space from one of the airport businesses and moving those functions into the new terminal will accommodate the additional office space needed, while resulting in long-term savings to the Airport Enterprise Fund.

The estimated total cost of the project is approximately \$13.7 million. An AIP grant application was submitted to the FAA for Fiscal Year 2020-21 funding in the amount of \$9,522,492 and an application was submitted to Caltrans in the amount of \$150,000. FAA staff have indicated that there is deficient funding available to cover the full requested eligible amount; they have indicated that approximately \$6.3 million can be provided. Assuming the FAA and Caltrans grant allocations, the Airport Enterprise Fund would be obligated to pay the remaining approximate \$7.4 million balance. The Airport Enterprise Fund will also pay the added costs to complete the space including furnishings, window coverings, and the like. The Airport Enterprise Fund can comfortably cover a portion of the necessary added funding but is unable to cover the entire amount without negative impact to numerous other planned capital improvement projects. The added cost also exceeds the financial capacity of the Airport Enterprise Fund.

**The benefits of this project and why is it a priority:** The terminal project is a milestone project for the Buchanan Field Airport. The current terminal facility is over 40 years old and is a double wide trailer that has outlived its useful life. Buchanan Field maintains its Part 139 certificate and has one scheduled, charter provider. Other commercial airlines have indicated strong interest in establishing a presence at Buchanan Field but the current terminal facilities are too substandard to meet their operation requirements. The expanded facility will directly increase economic development opportunities and enhance available aviation services at Buchanan Field.

Building a new terminal building, as outlined in the 2008 Master Plan, has an added financial and safety benefit by not having to make expensive, temporary arrangements while the work was underway. Having an updated and expanded terminal at Buchanan Field Airport correlates with positive economic development. Specifically, having a terminal has, and continues to, open up economic development opportunities such as the recent, attraction of new scheduled commercial service and an influx of corporate jets (from 18 to 25, or a 39% increase to date) to Buchanan Field Airport. The added aviation activity has increased revenues to the Airport Enterprise Fun

which directly enhances financial stability of the Airport Enterprise Fund. Business attraction also increases the direct and indirect economic impact and number of jobs generated by the airport.

**Amount requested for the community project for FY22 and the total project cost:** The total project cost is \$13,717,689 and the amount requested is \$6,500,000.

**Can the project obligate all appropriated funds within 12 months after enactment?** Yes, this project is ready to be constructed.

**Estimated start and completion dates:** The anticipated start date is July 1, 2021, and completion is expected by the end of 2022.

**Has the request been submitted to another subcommittee or committee this fiscal year?** No.

**Does the project have other public and/or private funds committed for forecasted costs related to operations and maintenance? If so, what is the source and amount of those funds?** The Airport Enterprise Fund will fund the operation and maintenance of this facility once it is constructed. The annual Airport Enterprise Fund budget is about \$5.3 million.

**Does the project require an environmental review? If so, what is the status and/or outcome of the environmental review and the National Environmental Policy Act (NEPA) category of action (if applicable)?** Environmental review was performed, and the project was categorically exempt from the review requirements of the California Environmental Quality Act (CEQA) per section 15302(b). The notice of exemption was filed on December 5, 2019 with the Contra Costa County Clerk. NEPA review was also performed and the FAA determined that it was categorically excluded pursuant to FAA Order 1050.1F as it relates to the National Environmental Policy Act of 1969, as amended.

**How will the project contribute to the airports disadvantaged business enterprise goals?** Project construction has a 7% DBE goal.

**Has the project received previous Federal funding? If so, how much and which public law provided it?** Yes, this project received \$270,000 in Fiscal Year 2018/19 in AIP funding for a portion of the design cost.

**Is the project AIP-eligible?** Yes

**What is the airport's code?** CCR

**Has the airport submitted a grant application for this same project to FAA? If so, when?** Yes, an AIP application was submitted for and funded for the ARFF component design work in Fiscal Year 2018/19.

**Would the project increase or decrease air traffic?** Expansion of the terminal facility is necessary to attract more charter and commercial aviation providers. As such, we expect that the project will result in an increase in air traffic over time.

**Would the project increase or decrease aviation safety?** This project should not impact aviation safety.

**Would the project increase or decrease environmental risks?** This project should not impact environmental risks.

**Does the airport and airport sponsor support the project?** Yes, this project is positively supported by the airport sponsor and its various stakeholders.

**Are there any stakeholders – such as residents that live near the airport, state or local officials, state department of transportation officials – that oppose the project?** We are unaware of any stakeholders that oppose the project. The project was a key component in our Master Plan Update that was performed in 2008. The Master Plan process had a very high stakeholder and general public participation process; there were no objections conveyed to this project during that process.

## Byron Airport Utility Program

**Project Name:** Byron Airport Utility Program

**Project Description, Need and Timing:** The Byron Airport is poised for future general and corporate aviation and aviation-related development, but that future growth and full build out of the airport as shown in the adopted 2005 Master Plan is dependent upon utility improvements (such as sewer and water connections) both on and around the Airport. Byron Airport does not have water or sewer services and relies on a non-potable water service, a septic system, a fire pond and related facilities for fire suppression, sewer services, and potable water. The existing systems offer limited capacity for new development permitted under the Airport Master Plan.

Byron Airport will not be able to achieve build out and provide expanded transportation services for the region unless and until it has potable water, enhanced fire pond improvements and sewer system improvements. This is a high priority project as it is critical to facilitate growth, economic development opportunities, transportation and connectivity, and best serve the East Contra Costa County region.

If funded, system designs and environmental analysis will begin immediately upon receipt of funding. This work is anticipated to take a maximum of twelve months; timing is dependent on the environmental work. Construction of the improvements will commence upon completion of the design and environmental work. The entire project is expected to be completed within twenty-four months of funding provided.

**Total Amount Requested and Project Estimated Total:** The funding request is for \$5,800,000 and the total estimated cost is \$6,000,000 for the water connection and treatment, fire pond improvements, and sewer system improvements.

**Has this Project been Submitted to another Subcommittee or Committee:** No.

**Source of other Funds Committed for Match or Maintenance:** Yes, the Airport Enterprise Fund will pay for any project match and on-going maintenance obligations.

**Does Project Require an Environmental Review:** Yes, the project is subject to CEQA and NEPA will be required in order to change the Airport Layout Plan to depict the improvements.

**Type of Project:** The project will primarily promote economic development potential.

**Does Project Primarily Benefit Low Income Persons or Tribal Communities:** No.

**Does Project Impact Beneficiaries of HUD's Rental Assistance Programs:** No.

**Community Partners Participating in Project:** The Aviation Advisory Committee, Elected Officials, economic development organizations, businesses, and the Airport Land Use Commission.

**Is Project Included in HUD Consolidated Plan:** No.

**Is Project Intended to Address Issues Related to Climate Change or resiliency, civil unrest, or inequalities:** No.



## New Bay Point Library Tenant Improvements

1. **Requesting Entity (Legal Title):** Contra Costa County-Library
2. **Full Address (please write on one line):** 777 Arnold Drive, Martinez CA 94553
3. **Requesting Entity Staff Contact Info: Name/Title/Phone/Email:** Alison McKee, County Librarian, 510-332-7386, alison.mckee@library.cccounty.us
4. **Project Name:** New Bay Point Library Tenant Improvements
5. **Funding Amount Requested:** \$1,000,000
6. **Total Cost of Project and breakdown of funding sources (detail all local, state and/or private funds. Are these funds secured, expected, or you are still seeking?):** [still gathering this info]
7. **Description of Project:** The project involves tenant improvement costs associated with relocating the Bay Point Library from the existing site on a middle school campus to a mixed-use, high density, transit oriented development within the Pittsburg-Bay Point BART Station Area Specific Plan. The approximately 21,000 sq. ft. library space is being planned as part of a 340-unit mixed-income, mixed use development located at Bailey Road and Maylard Avenue. The site is a former Contra Costa County Redevelopment Agency-owned site that is subject to an Exclusive Negotiating Agreement between Contra Costa County and Pacific West Communities. The library space is planned in the first phase of the development.
8. **Project Justification (Need for the project):** The current Bay Point library is co-located on a middle-school campus and is inadequate in size for the Bay Point population of 25,808. The County has identified Bay Point as a disadvantaged community under Senate Bill (SB) 1000, which requires the County to integrate environmental justice into the General Plan. This law is based on the understanding that some communities have experienced a combination of historic discrimination, negligence, and political and economic disempowerment. Often, this has resulted in a disproportionate burden of pollution and health impacts and disproportionate social and economic disadvantages in these communities. New investment in public facilities, such as a library, is a step toward providing equitable services to the community.
9. **Justification for why the project is an appropriate use of taxpayer funds and is a public benefit:** The Bay Point community, along with other disadvantaged communities in unincorporated Contra Costa County, have identified draft policies and actions to be incorporated into the Strong Communities Element of the Draft [General Plan 2040](#). These include:
  - a. The development of public amenities, services, and related infrastructure to residents of disadvantaged communities within walking distance of their homes is an important action to support.
  - b. Support community-driven or community-led initiatives in impacted communities that work toward the goals identified in the community profiles. Support could include

technical assistance and providing staff resources and meeting spaces, among other methods.

- c. Systematically prioritize investments in public facilities, infrastructure, and services that benefit impacted communities and respond to the needs identified in the community profiles.
- d. Advocate for and coordinate with various service providers (e.g., water, sewer, and recreation districts) for proper planning, maintenance, and implementation of services and infrastructure to ensure efficient and effective service delivery in impacted communities.
- e. Continue to advocate for public-private partnerships that will improve access to reliable, fast internet and make digital resources available in impacted communities at affordable prices.
- f. Inform impacted community residents about internet resources available in their community and provide them with information about how to use digital resources.
- g. Prioritize needs and services in each impacted community as part of the annual budgeting process.
- h. Establish a task force of County department heads or their immediate deputies to coordinate efforts, provide oversight, and otherwise ensure that public services and facilities in impacted communities are prioritized and efficiently and effectively delivered.
- i. Require new development to site sensitive receptors such as homes, schools, playgrounds, sports fields, childcare centers, senior centers, and long-term health care facilities as far away as possible from significant pollution sources.

All of the above points could be addressed by a new public library that serves the community of Bay Point.

**10. If you are a public entity, is the project on your Capital Improvement Program? (Please provide documentation or explain why not):**

No. Since the Bay Point Library is currently located inside of a public middle school, it is not a county owned property that would be included in a capital improvement plan. In the past year, an opportunity has come up to partner with an affordable-housing developer at a Transit-Oriented development site on County-owned property that will include a replacement for the current Bay Point Library. Additionally, the County has designated the Bay Point Library as needing to be replaced in every annual report to the California State Library since at least 2008.

**11. Upload Capital Improvement Program documentation**

**12. Explanation of how the federal funds will be spent (for example, on equipment, construction, labor, etc.):** Funds would be spent on tenant improvements for the library, which includes, furniture, fixtures, flooring, interior walls, technology ....

**13. Cities in which the project is located and will be performed:** The proposed library site is in the unincorporated community of Bay Point, in the sphere of influence of Pittsburg.

14. Appropriations Bill for the Request (if you don't know this information, leave it blank)
15. Federal Agency for the Request (if you don't know this information, leave it blank)
16. Account for the Request (if you do not know this information, leave it blank)
17. Are you submitting this request to another Member of Congress? If so, who? No
18. Upload letter of support or resolution of support from local elected leaders of your government entity (or entities) in your region
19. Upload other helpful documents (e.g., press articles about the project, documentation that the project is listed on community development plans or regional plans, etc.)

Link: [Draft Community Profile-Bay Point](#)

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**MEMORANDUM**  
**CONTRA COSTA COUNTY**  
**VETERANS SERVICE OFFICE**  
10 DOUGLAS DR – MARTINEZ, CA 94553  
925-313-1481 PHONE      925-313-1490 FAX

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**TO:** COUNTY SUPERVISORS/ COUNTY ADMINISTRATOR

**FROM:** NATHAN JOHNSON

**SUBJECT:** COMMUNITY PROJECT FUNDING PROPOSAL – 5<sup>TH</sup> CONGRESSIONAL DISTRICT

**DATE:** MARCH 24, 2021



- 
1. Requesting Entity: County of Contra Costa
  2. Full Address (please write on one line) 1025 Escobar St. Martinez, CA 94553
  3. Requesting Entity Staff Contact Info:
  4. If a non-profit, provide proof of 501(c)(3) status: N/A
  5. Project Name: Veterans Memorial Buildings Improvements
  6. Funding Amount Requested: \$100,000
  7. Total Cost of Project and breakdown of funding sources: \$180,000. Seeking \$100,000 of community project funding / \$30,000 of county matching funds secured through annually budgeted building lifecycle costs / seeking \$50,000 of Veterans Service Organization matching funds (this project is part of a county-wide project totaling \$1,800,000 in renovations to all Veterans Memorial Buildings in the county).
  8. Description of Project: Energy efficiency, environmental, and safety upgrades.
  9. Project Justification: Improving building systems to reduce maintenance costs and ensuring their continued usage for future generations of Veterans.

10. Justification for why the project is an appropriate use of taxpayer funds and is a public benefit: These buildings are the core of community service provided by our Veterans Service Organizations. Many of these buildings are 100 years old and are in need of capital improvements to make them more energy efficient, environmentally healthy, and safer for our public to utilize. In 2006, the communities of Lafayette and Walnut Creek were able to leverage redevelopment funds to construct a new building in Lafayette. These funds are no longer available to communities, and some Veterans Service Organizations have had to rely on pancake breakfast fundraisers to maintain buildings and keep their doors open. A building that is functional and inviting to the public allows these organizations to refocus their time and energy towards community service projects like East Bay Standdown, welcome home events for returning troops, and high school speakers bureaus. Finally, the buildings provide space for VA and County Veterans Service advocacy and treatment to Veterans and their families.
11. If you are a public entity, is the project on your Capital Improvement Program? The County Building Capital Improvement Plan is currently underway. These buildings will be included in the plan.
12. Upload Capital Improvement Program documentation
13. Explanation of how the federal funds will be spent (for example, on equipment, construction, labor, etc.): All funds will be spent on capital improvements to the existing buildings (i.e. purchasing solar panels and labor for installation). No funds will be used for county expenses (i.e. project management) as these will be contributed by the county in-kind.
14. Cities in which the project is located and will be performed: Richmond, El Cerrito, Concord, Pittsburg, Lafayette, and Danville. All of these cities have existing Veterans Memorial Buildings that are maintained or utilized by the county.
15. Appropriations Bill for the Request (if you don't know this information, leave it blank)
16. Federal Agency for the Request (if you don't know this information, leave it blank)
17. Account for the Request (if you do not know this information, leave it blank)
18. Are you submitting this request to another Member of Congress? If so, who: Congressman Mike Thompson & Congressman Jerry McNerney for improvements to Veterans Memorial Buildings in their districts. Overall, the County hopes to improve on all existing Veterans Memorial Buildings in the county.
19. Upload letter of support or resolution of support from local elected leaders of your government entity (or entities) in your region \*
20. Upload other helpful documents (e.g., press articles about the project, documentation that the project is listed on community development plans or regional plans, etc.)

---

**MEMORANDUM**  
**CONTRA COSTA COUNTY**  
**VETERANS SERVICE OFFICE**  
10 DOUGLAS DR – MARTINEZ, CA 94553  
925-313-1481 PHONE      925-313-1490 FAX

---

**TO:** COUNTY SUPERVISORS/ COUNTY ADMINISTRATOR

**FROM:** NATHAN JOHNSON

**SUBJECT:** COMMUNITY PROJECT FUNDING PROPOSAL – 9<sup>TH</sup> CONGRESSIONAL DISTRICT

**DATE:** MARCH 24, 2021

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1. Requesting Entity: County of Contra Costa
2. Full Address (please write on one line) 1025 Escobar St. Martinez, CA 94553
3. Requesting Entity Staff Contact Info:
4. If a non-profit, provide proof of 501(c)(3) status: N/A
5. Project Name: Veterans Memorial Buildings Improvements
6. Funding Amount Requested: \$300,000
7. Total Cost of Project and breakdown of funding sources: \$540,000. Seeking \$300,000 of community project funding / \$90,000 of county matching funds secured through annually budgeted building lifecycle costs / seeking \$150,000 of Veterans Service Organization matching funds (this project is part of a county-wide project totaling \$1,800,000 in renovations to all Veterans Memorial Buildings in the county).
8. Description of Project: Energy efficiency, environmental, and safety upgrades.
9. Project Justification: Improving building systems to reduce maintenance costs and ensuring their continued usage for future generations of Veterans.

10. Justification for why the project is an appropriate use of taxpayer funds and is a public benefit: These buildings are the core of community service provided by our Veterans Service Organizations. Many of these buildings are 100 years old and are in need of capital improvements to make them more energy efficient, environmentally healthy, and safer for our public to utilize. In 2006, the communities of Lafayette and Walnut Creek were able to leverage redevelopment funds to construct a new building in Lafayette. These funds are no longer available to communities, and some Veterans Service Organizations have had to rely on pancake breakfast fundraisers to maintain buildings and keep their doors open. A building that is functional and inviting to the public allows these organizations to refocus their time and energy towards community service projects like East Bay Standdown, welcome home events for returning troops, and high school speakers bureaus. Finally, the buildings provide space for VA and County Veterans Service advocacy and treatment to Veterans and their families.
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14. Cities in which the project is located and will be performed: Richmond, El Cerrito, Concord, Pittsburg, Lafayette, and Danville. All of these cities have existing Veterans Memorial Buildings that are maintained or utilized by the county.
15. Appropriations Bill for the Request (if you don't know this information, leave it blank)
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**MEMORANDUM**  
**CONTRA COSTA COUNTY**  
**VETERANS SERVICE OFFICE**  
10 DOUGLAS DR – MARTINEZ, CA 94553  
925-313-1481 PHONE      925-313-1490 FAX

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**TO:** COUNTY SUPERVISORS/ COUNTY ADMINISTRATOR

**FROM:** NATHAN JOHNSON

**SUBJECT:** COMMUNITY PROJECT FUNDING PROPOSAL – 11<sup>TH</sup> CONGRESSIONAL DISTRICT

**DATE:** MARCH 24, 2021



- 
1. Requesting Entity: County of Contra Costa
  2. Full Address (please write on one line) 1025 Escobar St. Martinez, CA 94553
  3. Requesting Entity Staff Contact Info:
  4. If a non-profit, provide proof of 501(c)(3) status: N/A
  5. Project Name: Veterans Memorial Buildings Improvements
  6. Funding Amount Requested: \$600,000
  7. Total Cost of Project and breakdown of funding sources: \$1,080,000. Seeking \$600,000 of community project funding / \$180,000 of county matching funds secured through annually budgeted building lifecycle costs / seeking \$300,000 of Veterans Service Organization matching funds (this project is part of a county-wide project totaling \$1,800,000 in renovations to all Veterans Memorial Buildings in the county).
  8. Description of Project: Energy efficiency, environmental, and safety upgrades.
  9. Project Justification: Improving building systems to reduce maintenance costs and ensuring their continued usage for future generations of Veterans.



10. Justification for why the project is an appropriate use of taxpayer funds and is a public benefit: These buildings are the core of community service provided by our Veterans Service Organizations. Many of these buildings are 100 years old and need capital improvements to make them more energy efficient, environmentally healthy, and safer for our public to utilize. In 2006, the communities of Lafayette and Walnut Creek were able to leverage redevelopment funds to construct a new building in Lafayette. These funds are no longer available to communities, and some Veterans Service Organizations have had to rely on pancake breakfast fundraisers to maintain buildings and keep their doors open. A building that is functional and inviting to the public allows these organizations to refocus their time and energy towards community service projects like East Bay Standdown, welcome home events for returning troops, and high school speakers bureaus. Finally, the buildings provide space for VA and County Veterans Service advocacy and treatment to Veterans and their families.
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# Market Avenue Complete Street

*Fred Jackson Way to 7th Street*

North Richmond

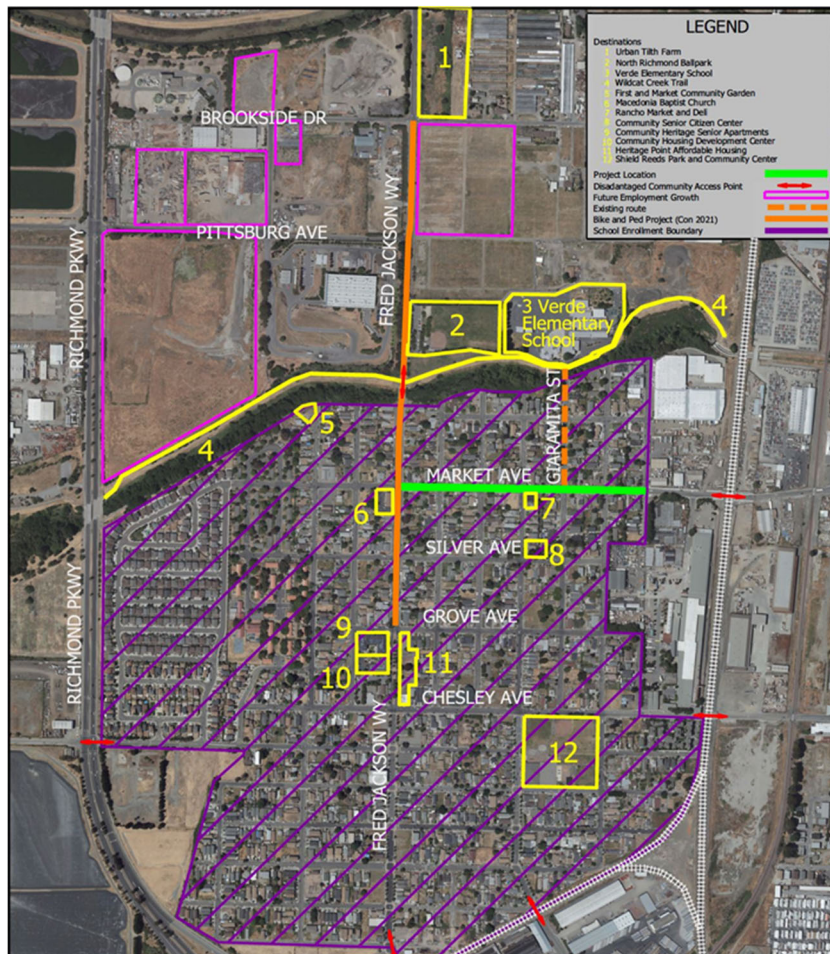


MARCH 2021

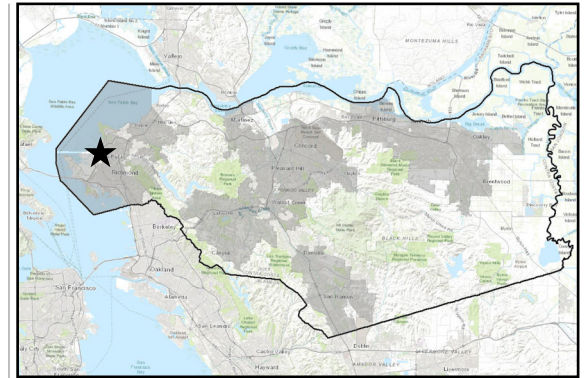
## PROJECT OVERVIEW

Market Avenue is one of two major thoroughfares in the underserved community of North Richmond. The existing pedestrian infrastructure on Market Avenue is deficient, and bicycle infrastructure doesn't exist on a street corridor where vehicle lanes are wide and sidewalks are narrow and failing. The emphasis on vehicle travel is no longer the cultural trend and this community needs an investment in infrastructure to promote active modes of travel. Market Avenue Complete Streets project will provide a pedestrian friendly corridor to connect residents to Verde Elementary School, transit, market, community services and places of worship to uplift this community and promote a more sustainable community and healthy lifestyles.

## PROJECT LOCATION





Key destinations near project (green) Page 26 of 39





## PROJECT BENEFITS

The proposed Market Avenue Complete Streets Project from Fred Jackson Way to 7<sup>th</sup> Street would provide the following benefits:

- 

Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.
- 

Install and improve the network of sidewalks and bike facilities
- 

Improve capacity and provide congestion relief at key intersections
- 

Improved connectivity access to bus stops, schools, Post Office, and Local Business



# Market Avenue Complete Street

*Fred Jackson Way to 7th Street*

North Richmond

**CONTACT**

Contra Costa County

Jeff Valeros, Associate Civil Engineer

(925) 313-2031

jeff.valeros@pw.cccounty.us

MARCH 2021

## PROJECT FEATURES

- Sidewalk Widening
- Shared-Lane Bike Facilities
- Narrow Travel Lanes
- Signing and Striping
- Curb Ramp Reconstruction
- Increased Access to Local Destinations
- Planting Street Trees

## WHAT ARE COMPLETE STREETS?

Complete Streets are **streets for everyone**. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bike to work.

Implementing Complete Streets allows communities to direct their transportation planning efforts to **design and operate the entire right of way to enable safe access for all users**, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.



### COST BREAKDOWN

Construction	\$2,880,000
Plans, Specification, and Estimate	\$240,000
Right of Way and Environmental	\$80,000
<b>Total</b>	<b>\$3,200,000</b>

(Amount needed to fully fund project: \$2,200,000)

### PROJECT SCHEDULE

Environmental Study Complete	Spring 2022
Plans, Specification, and Estimate	Winter 2022
Right of Way	Winter 2022
Construction	Summer 2023

*\*Schedule is contingent upon receiving stimulus funding*



# Local Rural Bridge Replacements

*Morgan Territory Road Bridges (MP 5.0 & 5.2)*

*Marsh Creek Road Bridges (#143 & #145)*



Attachment B  
Contra Costa County  
Public Works  
Department

MARCH 2021

## PROJECT OVERVIEW

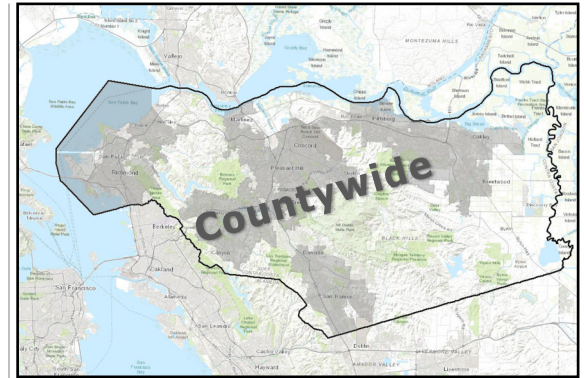
Contra Costa County is blessed with the diversity of both urban and rural settings. The management of the rural road bridge includes the financial burden of the upgrades and upkeep as most of these bridges are 70+ years old and nearing their life span. Local jurisdictions are provided assistance through the federal Highway Bridge Program (HBP) which is currently unable to fund all the bridge replacement and upkeep for those eligible bridges.

Through our annual bridge inspection reports, there are many local bridges desperately in need of replacement, retrofit, or preventative maintenance. The replacement of small 20' county bridges in a year would burden the maintenance dollars in the local road budget that could provide preventative maintenance for up to 80 miles of roadway surfaces.

This proposed Local Road Bridge Replacements project includes the replacement of two local bridges on Morgan Territory Road and augmentation funds to include road shoulders for traffic safety upgrades desired with the replacement of two bridges on Marsh Creek Road. The federal HBP program cannot fund the \$1.5 M betterment to upgrade road shoulders at this bridge although all stakeholders realize the cost benefit of this upgrade occurring with the reconstruction.

In addition to the local funding need for the bridges on Morgan Territory Road and Marsh Creek Road, the current federal Highway Bridge Program does not have funding available for many other bridges that qualify for funds under the HBP. Additional funds are needed to replace bridges on Marsh Creek Road, Byron Highway, Pleasant Hill Road, Second Street, as well as preventative maintenance work to paint/seal bridges and other preventative work amounts to an additional \$38.3M that would normally come from the federal government.

There is a race between the timeline of failure of the bridge infrastructure and the ability to fund and build these public safety projects. Although the high cost to maintain these bridges exceeds the ability of the local agency, the cost of not maintaining these bridges is even higher.



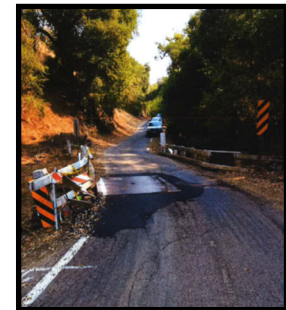
## PROJECT BENEFITS

- ⇒ Public safety
- ⇒ Cost effective in comparison to reconstruction after structural failure
- ⇒ Protect the environment from failure due to erosion events

### COST BREAKDOWN

Morgan Territory Bridge MP 5.0	\$2,000,000
Morgan Territory Bridge MP 5.2	\$2,000,000
Marsh Creek Road Bridges	\$11,000,000
<b>Total</b>	<b>\$14,000,000</b>

(Amount needed to fully fund project: \$4,000,000)



### PROJECT SCHEDULE

Planning and design of these projects have begun. If funding is provided, construction would be scheduled throughout 2022 and 2023.

### CONTACT

Contra Costa County  
Jeff Valeros, Associate Civil Engineer  
(925) 313-2031  
jeff.valeros@pw.cccounty.us





## Countywide

MARCH 2021

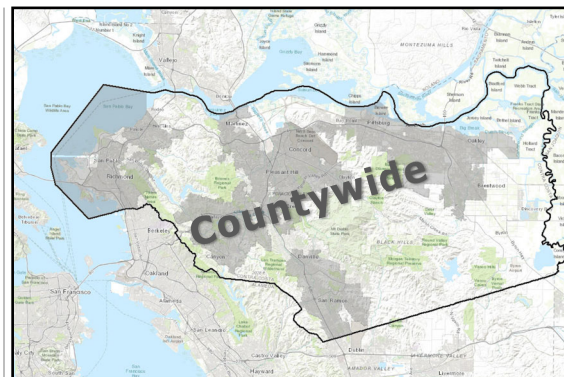
### PROJECT OVERVIEW

The Countywide Curb Ramp program will fulfill Contra Costa County's intention to make the County's transportation infrastructure accessible to users of all levels of mobility by installing curb ramps at intersections with sidewalks that do not currently have curb ramps installed.

Currently, the County allots \$100,000 annually to the Curb Ramp program. This is not a sufficient amount to complete the necessary work to meet Americans with Disabilities Act (ADA) requirements in a timely manner. The cost to install the needed infrastructure is currently estimated to be approximately \$9 million. A gradual transition on an annual basis is not only slow but results in higher cost per a curb ramp. This project consists of a complete upgrade of sidewalks to ADA standards in the unincorporated Contra Costa areas so that a more cost efficient magnitude of scale can be implemented and be much more cost efficient as well as get improvements installed to serve our residents.

As the County's population ages, the need to complete the installation of curb ramps becomes even more important. In 2010, the population of Contra Costa County aged 65 or older was estimated at 131,735. By 2040, this number is expected to grow to 373,444, an increase of 184%.

### STAYING ACTIVE AT ALL AGES AND ABILITIES



### PROJECT BENEFITS

The proposed ADA Curb Ramp Transformation Project would provide the following benefits:

Assure that lack of mobility for individuals does not result in barrier to goods, services, and community.

Assure people with all types of abilities and mobility have equal opportunity to be integral parts of business and community life.

Comply with the mandates of the Americans with Disabilities Act.

Provide improvements now rather than defer the improvements, leaving residents with challenging barriers.

Deliver a more cost effective project.

#### COST BREAKDOWN

Unfunded Need	\$3,000,000
<u>Local Funds</u>	<u>\$1,000,000</u>
Total	\$4,000,000

#### CONTACT

Contra Costa County  
Jeff Valeros, Associate Civil Engineer  
(925) 313-2031  
jeff.valeros@pw.cccounty.us

# Carquinez Middle School Trail Connection

Crockett



Attachment B  
Contra Costa County  
Public Works  
Department

MARCH 2021

## PROJECT OVERVIEW

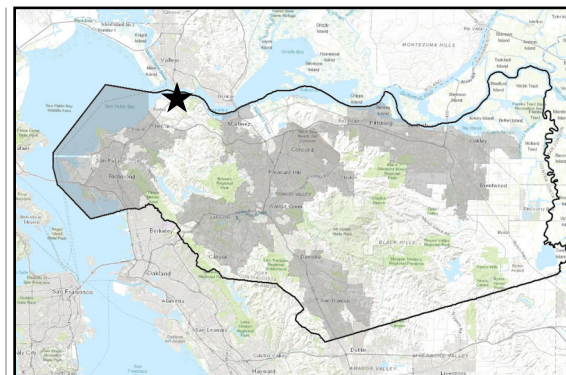
The Carquinez Middle School Trail Connection project includes construction of a multi-use trail to close a gap in the Carquinez Strait Scenic Loop Trail (CSSLT), which is a spur of the greater Bay Trail. This multi-use trail will provide bicycle and pedestrian access along the east side of the Carquinez Middle School from Crockett Boulevard to Willow High School in the Crockett community. The project also includes a high visibility crosswalk across Crockett Boulevard with rectangular rapid flashing beacons (RRFB). This project will serve the local school community to improve safety for walking and biking to school as well as serve the greater Crockett community and also serve the region as this will close a key link in the CSSLT which provides a popular bridge to bridge bike route that loops from the Benicia/Martinez Bridge to the Carquinez Bridge.

Contra Costa County is partnering with the John Swett Unified School District (JSUSD) on this project. The project will encourage pedestrian and bicycle use and will provide a safe, convenient, and accessible trail for pedestrians who travel along the west side of the busy, high-speed Crockett Boulevard.

The Carquinez Middle School Trail Connection project will remove a barrier to pedestrians and bicyclists who access local schools and trail facilities within the Crockett community.

The ADA accessible perspective of the project will be highly valuable as parents, grandparents and other family members can more easily participate in school events as the existing option of either a three story staircase or a route on the road shoulder is burdensome not only for wheelchair users but those who have only mild mobility challenges.

The multi-benefit of this project is that it provides a much needed safe and accessible connection for the school community but it also provides a critical 1300-foot segment for bicyclists and pedestrians along the planned Carquinez Strait Scenic Loop Trail (CSSLT). The trail will connect users to over 10,000 acres of open space lands. In addition, completing the CSSLT will create public health, economic, and social equity benefits for the residents and communities around the Carquinez Strait and the region.



## PROJECT LOCATION





# Carquinez Middle School Trail Connection

Crockett

**CONTACT**

Contra Costa County  
Craig Standafer, Civil Engineer  
(925) 313-2018  
craig.standafer@pw.cccounty.us

MARCH 2021

## EXISTING CONDITIONS AND RENDERING



COST BREAKDOWN

Construction	\$4,000,000
Plans, Specification, and Estimate	\$750,000
<u>Right of Way and Environmental</u>	<u>\$250,000</u>
<b>Total</b>	<b>\$5,000,000</b>

**(Amount needed to fully fund project: \$2,500,000)**

PROJECT SCHEDULE

Environmental Study Complete	Spring 2022
Plans, Specification, and Estimate	Fall 2023
Right of Way	Fall 2023
Construction	Summer 2024

*\*Schedule is contingent upon receiving stimulus funding*

## PROJECT PARTNER



# Vasco Road Safety Improvements Phase II

East Contra Costa County



Attachment B  
Contra Costa County  
Public Works  
Department

MARCH 2021

## PROJECT OVERVIEW

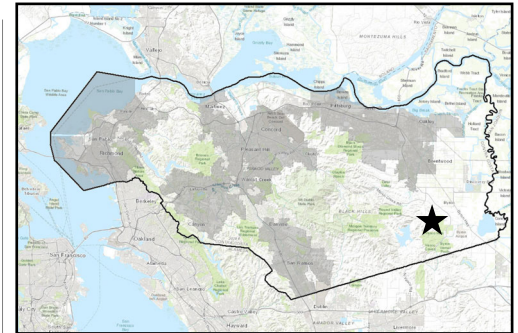
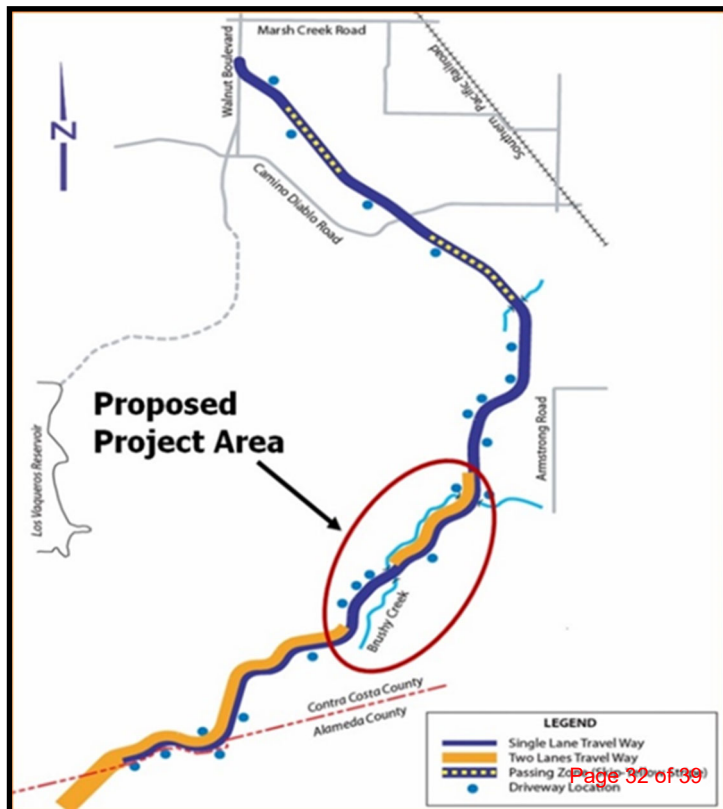
Vasco Road is a principal rural arterial that is heavily traveled by commuters, and carries 22,000 vehicles per day. Phase II is the final phase of the overall 2.5-mile Vasco Road Safety Improvements project and will complete the concrete median barrier along the roadway in the most curvy and hilly section within Contra Costa County. These long term upgrades and improvements will provide substantial safety improvements to the roadway.

During the 12 years from January 1996 through December 2007, there were 352 collisions on Vasco Road, of which eight were fatal and 136 involved injuries. The highest cluster of collisions occurred in the southern portion of the road where terrain is hilly, the road is curvy, and two lanes narrow to one lane in the southbound direction. The Vasco Road Safety Improvements project is located in this area. In the 5 years from 2010 to 2014, a total of 105 collisions occurred along Vasco Road with 74 people injured and one fatality. The County has already seen an improvement in safety on Vasco Road since Phase I was completed in 2012 and expect similar improvements with Phase II implementation.

The project will improve safety on Vasco Road by widening the roadway and constructing a concrete median barrier along a portion of this principal rural arterial. These safety improvements are expected to significantly reduce cross median head-on collisions and provide more area for vehicle recovery. The extent of these improvements is 1.5 miles, extending between 4 miles and 5.5 miles north of the Contra Costa/Alameda County line in East Contra Costa County.

The primary element keeping these life saving improvements from moving forward is the funding shortfall. Improvement plans are ready and this project is truly shovel ready.

## PROJECT LOCATION



## PROJECT BENEFITS



Installation of median barriers is one of the proven safety countermeasures identified by the Federal Highway Administration. Research found that 8% of fatalities on divided highways are a result of head-on collisions. Installation of medians have been determined to reduce cross-median crashes by 97%.



Contra Costa County is in the process of implementing a Vision Zero Policy which makes road safety improvements along with education and enforcement a priority as the County strives to achieve zero fatalities on our roadways. Every life is valuable.



# Vasco Road Safety Improvements Phase II

East Contra Costa County

**CONTACT**

Contra Costa County  
Mo Nasser, Staff Engineer  
(925) 313-2178  
mo.nasser@pw.cccounty.us

MARCH 2021

## PROJECT FEATURES

- Pavement Widening
- Concrete Median Barrier
- Single-span bridge widening
- Guardrail installation
- Mechanically Stabilized Earth Retaining Walls
- Wildlife crossings
- Animal safety mitigation features
- Drainage Improvements
- Signing and Striping



### COST BREAKDOWN

Construction	\$20,314,000
Plans, Specification, and Estimate	\$1,686,000
Right of Way and Environmental	\$1,000,000
<b>Total</b>	<b>\$23,000,000</b>

(Amount needed to fully fund project: \$4,000,000)

### PROJECT SCHEDULE

Environmental Study Complete	Summer 2021
Plans, Specification, and Estimate	Summer 2022
Right of Way	Summer 2022
Construction	Summer 2023

*\*Schedule is contingent upon receiving stimulus funding*

## WEBSITE

<https://www.contracost.ca.gov/4429/Vasco-Road-Safety-Improvements>





# Norris Canyon Road Safety Improvement

## West of Ashbourne Road

San Ramon



Attachment B  
Contra Costa County  
Public Works  
Department

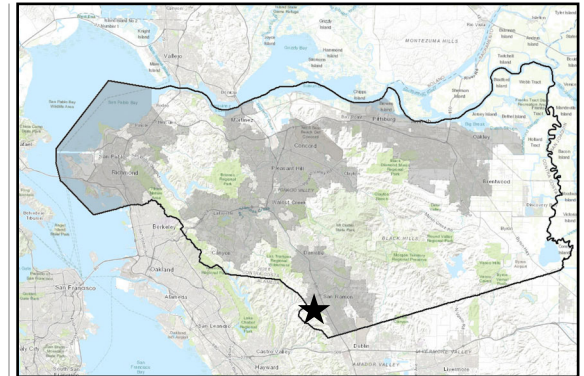
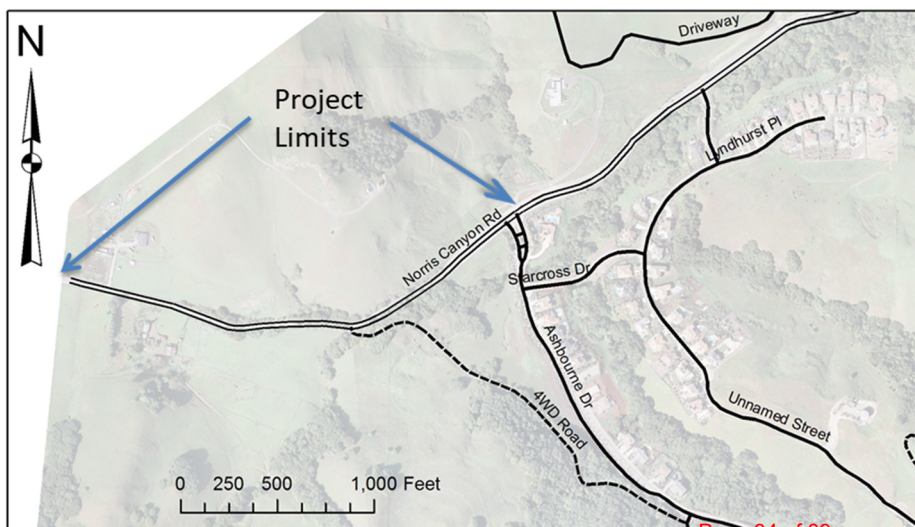
MARCH 2021

### PROJECT OVERVIEW

Norris Canyon Road is a narrow rural road that winds through the hills of Bollinger Canyon along the banks of San Catanio Creek. The existing road width is 20 feet, with 10-foot wide travel lanes and limited to non-existent road shoulders. At several locations, severe incisions of San Catanio Creek has resulted in a steep creek bank immediately adjacent to the rural road. During the last decade, two run-off-the-road collisions resulted in fatalities as the adjacent creek drops approximately twenty feet or more below the roadway. The proposed widening project that includes 11-foot lanes, 5-foot shoulders, retaining walls, and a metal beam guard-rail is intended to: keep motorists from leaving the roadway to minimize injury as a result of collisions.

Roadway widening is proposed along Norris Canyon Road for 1,000 feet starting from 0.15 miles southwest from the intersection of Ashbourne Road and traveling westward. To accommodate widening from two 10-foot lanes to two 11-foot lanes with 5-foot shoulders, the project includes roadway excavation and construction of a soil-nail and shotcrete type wall on the north side of the road into a substantial upslope. Depending on the ultimate alignment, the project may also include a retaining wall near the downslope of the south side of the road above San Catanio Creek. The project also includes installation of a metal beam guard rail on the south side of the road to protect errant vehicles from driving into the Creek.

### PROJECT LOCATION



### EXISTING CONDITIONS



Narrow shoulders that drop into San Catanio Creek



Narrow travel lanes and limited shoulder width for recoveries from lane departures

# Norris Canyon Road Safety Improvement

*West of Ashbourne Road*

San Ramon

**CONTACT**

Contra Costa County

Nancy Wein, Senior Civil Engineer

(925) 313-2275

nancy.wein@pw.cccounty.us

MARCH 2021

## PROJECT STATUS

The project is presently in its planning phase as all potential environmental impacts are being evaluated.

## FUNDING SOURCES

This project is partially funded by the Contra Costa County Measure C/J Transportation sales tax (\$750,000) and local road funds (\$1,000,000). There is a remaining shortfall of \$3,650,000 to construct this shovel-worthy project.

## PROJECT PARTNER



### COST BREAKDOWN

Construction	\$4,000,000
Plans, Specification, and Estimate	\$1,000,000
<u>Right of Way and Environmental</u>	<u>\$400,000</u>
<b>Total</b>	<b>\$5,400,000</b>

**(Amount needed to fully fund project: \$3,000,000)**

### PROJECT SCHEDULE

Environmental Study Complete	Spring 2024
Plans, Specification, and Estimate	Fall 2025
Right of Way	Fall 2025
Construction	Summer 2026

*\*Schedule is contingent upon receiving stimulus funding*



# San Pablo Avenue Complete Street/ Bay Trail Gap Closure Project

Rodeo/Crockett



MARCH 2021

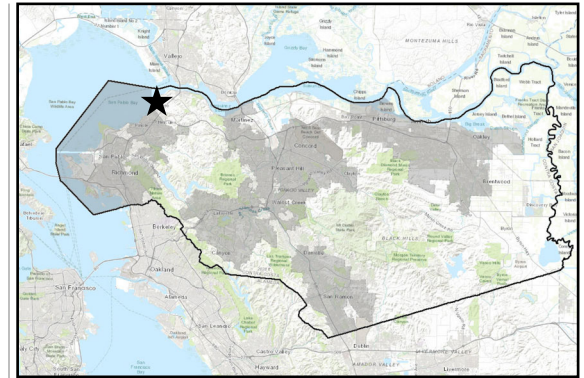
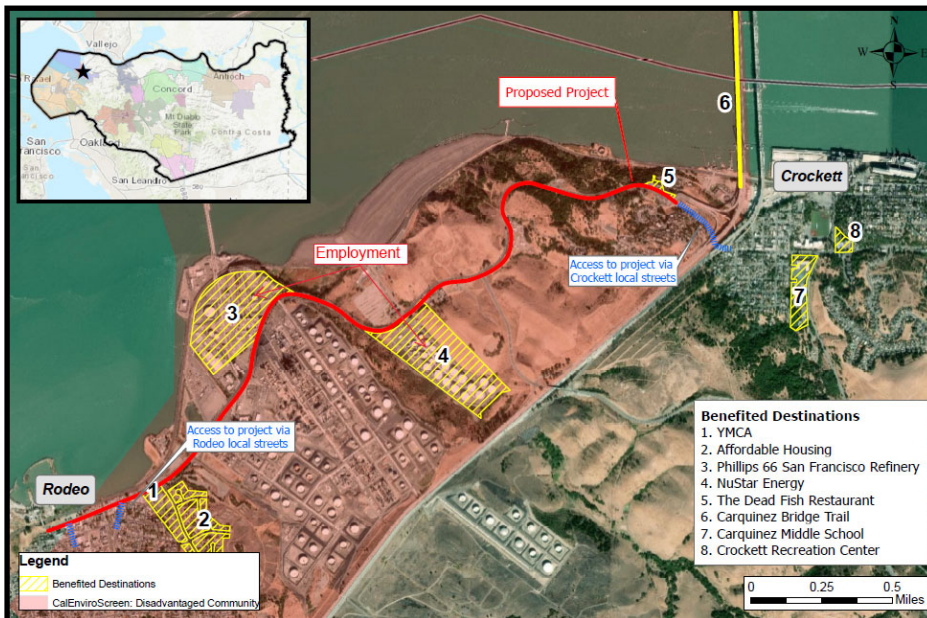
## PROJECT OVERVIEW

The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet on San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. This road diet will narrow the existing four lanes of San Pablo Avenue to three. With the space created by removing the fourth lane, a path separated from the road will be constructed giving bicyclists and pedestrians a safe means of transportation along San Pablo Avenue.

There are currently no existing pedestrian and bicycle infrastructure on the 3.2 miles of San Pablo Avenue that connect Rodeo and Crockett. As a result, non-motorized users are forced to use the travel lane as shown in the picture to the right. The path created from this project is classified as a class I shared used path and will be 10 feet wide with a 2-foot-wide physical barrier separating the path from the road.

Not only does this path provide safer travel for pedestrians and bicyclists but this path also further adds to the San Francisco Bay Trail. Currently the Bay Trail has approximately 350 miles of trail in place out of 500 miles. This path will close a 3.2-mile gap in the Bay Trail while also completing a 29 continuous miles stretch of the Bay Trail from Oakland to Vallejo. By giving residents the ability to access the Bay Trail, they will be connected to the larger Bay Area through the numerous connections of the Bay Trail.

## PROJECT LOCATION



## PROJECT BENEFITS

	Road diets typically provide traffic calming which reduces speeds and increases safety
	Separated Class I bike and pedestrian path will give residents safe and easy means of traveling on San Pablo Avenue and the San Francisco Bay Trail
	Hercules Intermodal Station accessible through the Bay Trail

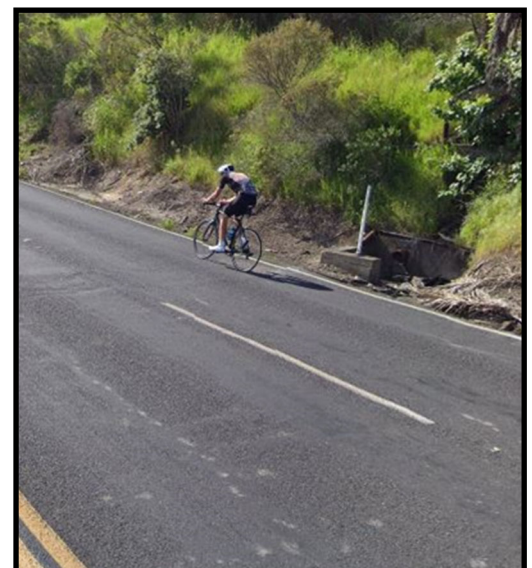


Photo (right): No shoulders or sidewalks exist on San Pablo Avenue between the Rodeo and Crockett communities. Pedestrians or bicyclists are forced to use the vehicle travel lanes such as the one in this picture.

# San Pablo Avenue Complete Street/ Bay Trail Gap Closure Project

Rodeo/Crockett

**CONTACT**

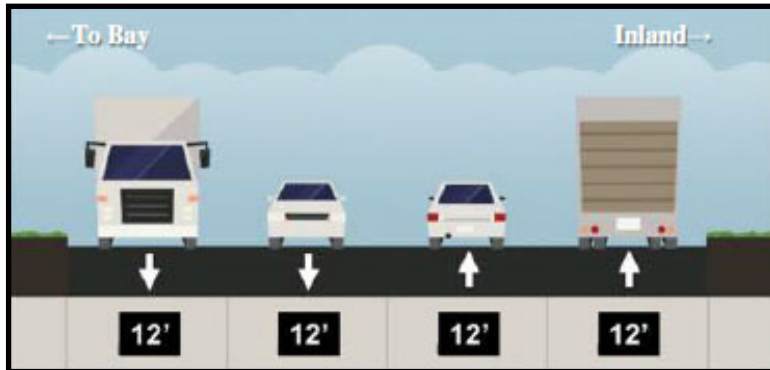
Contra Costa County  
Austin Pato, Staff Engineer  
(925) 313-2378  
austin.pato@pw.cccounty.us

MARCH 2021

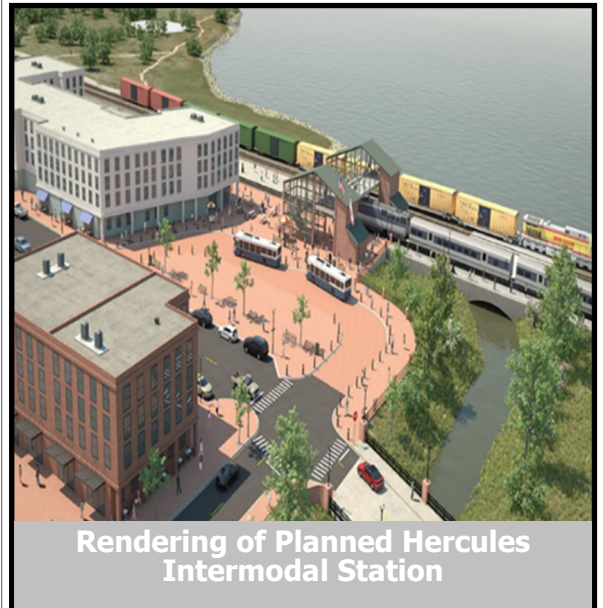
## PROJECT GOALS

The San Pablo Avenue Complete Street project will provide residents with improved access to safely walk or bike along the San Pablo Avenue corridor. The project will improve access for all users, encourage active transportation modes, improve access to key destinations such as employment, restaurants, or businesses, and as a result will reduce GHG emissions and will improve public health by fighting obesity with an active lifestyle. Residents of Rodeo can walk or bike to their destination to Crockett instead of driving and vice versa. This project aims to create a safe means for non-motorized users to travel along San Pablo Avenue and for them to be connected the greater Bay Area through the San Francisco Bay Trail.

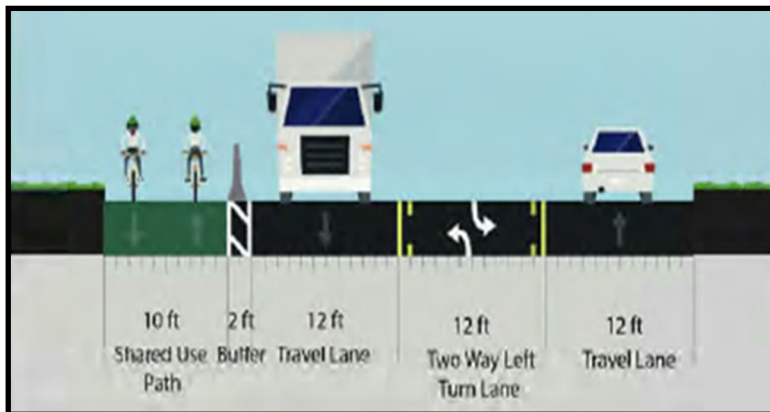
Area, traveling through 47 cities. The ultimate goal of the Bay Trail is to build a continuous shoreline bicycle and pedestrian path for all to enjoy. The future Hercules Intermodal Station is directly accessible from the Bay Trail and will provide Amtrak and Ferry services, giving residents of this community easier access to anywhere throughout the Bay Area.



**Existing Cross-Section**



**Rendering of Planned Hercules Intermodal Station**



**Proposed Cross-Section**

## CONNECTIONS VIA PROPOSED PATH

Phillips 66 Refinery and NuStar Energy, are major employment destinations for this area and are located within the Project Limits. With the construction of the path, employees will be able to walk or bike to work safely. This path will also close a 3.2-mile gap in the San Francisco Bay Trail and complete the segment from Vallejo to Oakland. The San Francisco Bay Trail circles the entire nine county Bay

COST BREAKDOWN

Construction	\$7,685,000
Plans, Specification, and Estimate	\$680,000
Right of Way and Environmental	\$1,480,000
<b>Total</b>	<b>\$9,845,000</b>

**(Amount needed to fully fund project: \$7,845,000)**

PROJECT SCHEDULE

Environmental Study Complete	Winter 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Fall 2023
Construction	Summer 2024

*\*Schedule is contingent upon receiving stimulus funding*



# Appian Way Complete Streets

## Fran Way to San Pablo Dam Road

### El Sobrante



MARCH 2021

## PROJECT OVERVIEW

Once a two-lane rural road, Appian Way has become a major collector street for the region and accordingly widened incrementally in segments as Contra Costa County has developed, creating challenges at pedestrian crossings and overall walkability.

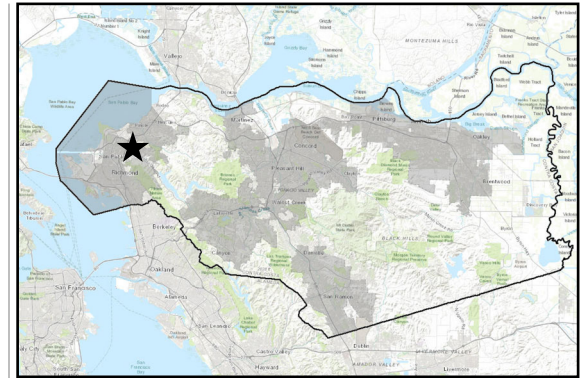
The proposed Appian Way Pedestrian Crossings Enhancements project will increase safety and accessibility at intersections for non-motorized and/or disabled users who cross the 60-foot wide street. Driver awareness of pedestrians crossing the roadway will increase with the installation of pedestrian-activated flashing beacons. This project will encourage the walkability of Appian Way corridor and active transportation, consistent with complete streets policies.

This project is the first phase of a larger community-based plan to improve and redevelop the Appian Way corridor. This corridor is a commercial zone with mixed land use, including low and high density residential, and community gathering places such as churches, schools, and the public library. Appian Way experiences about 11,000 vehicles daily and serves as one of two arterial roadways for the El Sobrante community.

This segment of Appian Way has experienced 8 serious collisions involving pedestrians and/or bicyclist including one fatality over a ten year period. This project aims to reduce the number of collisions and improve the health and safety of this community.

## PROJECT LOCATION

This first phase of pedestrian crossing enhancements will extend from Fran way to San Pablo Dam Road. Future phases of this project will include overall streetscape enhancements through the entire corridor.



## PROJECT BENEFITS

The proposed Appian Way Complete Streets Project from Fran Way to San Pablo Dam Road would provide the following benefit:



Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.



Concrete Sidewalk terminates at tree. Inadequate pedestrian facilities with cars parking on path in Segment 2.

# Appian Way Complete Streets

*Fran Way to San Pablo Dam Road*

El Sobrante

**CONTACT**

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MARCH 2021

## PROJECT FEATURES

Install enhancements at pedestrian crossings along Appian Way to include bulb outs to shorten the crossing distance, pedestrian actuated flashing beacons, and high visibility crosswalks. These features will also calm traffic to help reduce overall collision rates and severity within this corridor. Enhancement locations include the following intersections with Appian Way:

- Garden Road
- Santa Rita Road
- Pebble Drive
- Rincon Road
- Fran Way

*Estimated cost: \$2.5 million*

## WEBSITE

<http://www.contracosta.ca.gov/6031/Appian-Way-Complete-Streets-Project>

### COST BREAKDOWN

Construction and Right-of-Way	\$2,000,000
Plans, Specification, and Estimate and Environmental	\$500,000
<b>Total</b>	<b>\$2,500,000</b>

**(Amount needed to fully fund project: \$2,000,000)**

### PROJECT SCHEDULE

Environmental Study Complete	Spring 2022
Plans, Specification, and Estimate	Winter 2022
Right of Way	Winter 2022
Construction	Summer 2023

*\*Schedule is contingent upon receiving stimulus funding*