



# Senator Padilla FY 24 Transportation, Housing, and Urban Development Congressionally Directed Spending Form

(Bay Point Library and Multi-Use Resource Center)

Name & Contact Info	Mailing Address	Permanent Address
alison mckee Mobile: 15103327386 alison.mckee@library.cccounty.us	777 Arnold Drive Suite 210 Martinez CA 94553	777 Arnold Drive Suite 210 Martinez CA 94553

\* indicates a required field.

## Section 1. Requestor Information

### 1. Requesting Entity \*

The name of the local government or organization making the request. Do not use acronyms or abbreviations. Incorporated cities should begin with "City of" and counties should begin with "County of."

County of Contra Costa; Library Department

### 2. Requesting Individual(s) \*

The name of the person making the request, e.g. the Mayor, Board of Supervisors, Director, President, etc. Example: Mayor Jane Doe

Chair of the Board of Supervisors, John Gioia

### 3. Priority Number: #X of Y \*

**Multiple requests from the same entity must be ranked in priority order across all appropriations bills.** For example, we need to know what your entity's number one priority project is in FY24, not the number one in Agriculture, or the number one in Transportation, etc.

1

### 4. Project Name \*

The project or program to be funded. If applicable, label with the name used in the latest Senate, House, or Conference Report.

Bay Point Library and Multi-Use Community Resource Center

### 5. County or Counties Impacted \*

If more than one county, list counties in order of project's impact high to low. Separate by commas. Use this format: Alameda, Alpine, Amador

Contra Costa County

### 6. Grantee Legal Name \*

The name of the local government or organization to receive funding.

Contra Costa, County of

### 7. Requesting Entity Address \*

The mailing address of the local government or organization to receive funding.

Please use following format:

Street Address

City, CA Zip Code

777 Arnold Drive

Martinez, CA 94553

**8. Employer Identification Number (EIN) \***

The Employer Identification Number, also known as a Federal Tax Identification Number, assigned to the requesting entity by the IRS. **Please provide in XX-XXXXXXX format.** This will only be used for verification of eligibility of entity to receive funding and will not be published.

94-6000509

**9. Grantee Point of Contact - Name \***

The name of a point of contact with the grantee who is authorized to complete the final grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

Alison McKee

**10. Grantee Point of Contact - Phone \***

**Provide in XXX-XXX-XXXX format, do not use parentheses.** This should be the best phone number for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

510-332-7386

**11. Grantee Point of Contact - Email \***

This should be the best email for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

alison.mckee@library.cccounty.us

## Section 2. Project Information

---

**1. Within which account in the Transportation, Housing, and Urban Development bill are you applying for funding? \***

Community Development Fund for Economic Development Initiatives (EDI)

**2. Amount Requested \***

Write out the numeral (i.e. \$1,000,000)

\$1,500,000

**3. Total Project Cost \***

Write out the numeral (i.e. \$1,000,000)

\$28,722,750

**4. What percentage of the project will this funding cover? \***

Ex: 30%

5%

**5. Brief Summary of Project \***

Please provide a concise (1-3 sentences max) description of the project. Summarize the necessary information about the project to make its case.

A new library/multi-use community resource center is being constructed for the disadvantaged community of Bay Point in Contra Costa County, California. It will be part of a transit-oriented development that includes 340 residential for the low to extremely low-income ranges.

## 6. Description of Project \*

This description should provide a brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should explain how the money will be spent (i.e., \$ -x- for construction; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for. The description should also state who/how many people the project will serve, timeline for obligating funds, and what performance standards will be used to measure whether this project has achieved its objectives. Please provide the status of the planning and environmental work (ex. NEPA), and describe all other sources of funding contributing to the total cost of the project. This description must be complete on its own and may not simply incorporate supporting materials by reference.

For FAA Facilities and Equipment:

Please also describe why the tower needs to be replaced. This description should include the age of the tower, number of enplanements, operational line of sight issues, other related infrastructure work not covered by the cost of replacing the air traffic control tower (roads, utilities, etc.), and any other information to justify the project.

**Please avoid using special characters in your response, such as apostrophes, parentheses, quotation marks.**

The Contra Costa County Library system was founded in 1913, however, the community of Bay Point has never had its own standalone library. The current Bay Point Library is less than 4,000 square feet and is co-located with the school library inside Riverview Middle School. With 25,000 residents, Bay Point is the most populous and fastest growing unincorporated community in Contra Costa County. The current library cannot sufficiently serve the community due to its inadequate size and limited open hours since it cannot be open to the public when school is in session.

The new 21,000 square foot library for Bay Point will be part of a new mixed-use, high-density, transit-oriented development within the Pittsburg-Bay Point BART Station Area Specific Plan located at Bailey Road and Maylard Avenue in Bay Point. All of the residential units are slated within the low to extremely low-income ranges. The new library will be perfectly situated to serve residents who need and rely on its services the most. In addition, it will be a state-of-the-art facility that will function as a community resource center offering job training and youth enrichment activities, free Internet and computer access along with technology classes and support, and will also provide warming, cooling, and clean air during inclement weather and smoke events.

This project involves the capital improvement costs associated with constructing the new Bay Point Library and Multi-Use Community Resource Center. The project was approved by the Contra Costa County Planning Commission (CPC) on December 14, 2022. The CPC determined the project exempt from the California Environmental Quality Act. The project is fully entitled, and the project sponsor (Pacific West Communities) is securing financing for the first phase of the development, including tax credits and infill infrastructure grant funding. The library space is planned for the first phase of the development and construction for this phase should begin in mid-2024.

The total cost for the Library construction is estimated at \$28,722,750. At a minimum, a cold shell of the library will be delivered by the developer at a cost of \$4,200,000. All other funds for the project will be used for capital improvements to complete construction of the interior, and for furniture, fixtures and equipment. We anticipate that the Board of Supervisors will designate \$10,000,000 for this project with the approval of the FY 23-24 budget and the Library department has already designated \$8,378,000. The requested \$1,500,000 will be used for interior equipment. The remaining funding gap of \$4,644,750 will be closed by The Library Foundation of Contra Costa capital campaign. The county will also be applying for funds from the California State Library Building Forward infrastructure grant program, which will be open for applications in March with funding decisions announced in the fall.

## 7. Has the organization or any potential sub-grantees been subject to sanction or litigation by State, Local, or Federal governments in the past five years? If so, please provide details. \*

No

### 7.1 Provide details on litigation/sanctions

*No answer.*

**8. Project Website \***

This should be a link to the relevant planning document for the project:

- the airport master plan for AIP and F&E,
- the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) for HIP and TIG,
- the State rail plan for CRISI, and
- the project website or relevant planning document for TPR&D and EDI.

For transportation projects that are not currently on one of the identified planning documents, you may alternatively provide a letter from Caltrans supporting the project. If no website or webpage exists for the project, please put N/A.

<https://www.contracosta.ca.gov/DocumentCenter/View/77263/CDLP21-02015-CDMS21-00004-SR-With-Attachments-CPC-12142022>

## Section 3. Support and Funding History

---

**1. Has this project been submitted to other Members of Congress for FY24? \***

No

**1.1 Please list members of congress who have received request for this project**

Use this format: CASEN Feinstein, CA01 LaMalfa, CA02 Huffman,

*No answer.*

**2. List Any Elected Officials, Government Entities, or (Non-Government) Organizations Partnering in or Supporting the Project \***

Please format as: State Senator Jane Doe, City of Cityville, Community Organization, etc.

Chair John Gioia, Contra Costa County Board of Supervisors

Bay Point Municipal Advisory Council

Board Member Lee Mason, Bay Point Community Foundation

President Debra Mason, Friends of the Bay Point Library

President Marcia Lessley, Bay Point Historical Society

Superintendent Lynn Mackey, Contra Costa County Office of Education

Library Foundation of Contra Costa

Chair Michael Fischer, Contra Costa County Library Commission

Bay Area Regional Transit

California Emerging Technology Fund

**3. Has this project previously been submitted by Senator Padilla or another member of congress to the Appropriations Committee? \***

No

**3.1 Please specify which member(s) submitted the project and in which fiscal years**

Ex. Padilla - FY 23. Padilla, Feinstein - FY 22.

*No answer.*

#### 4. Has this project previously been awarded funds through Congressionally Directed Spending? \*

No

##### 4.1 Describe previous funding and why project is requesting Congressionally Directed Spending again?

Please include the amount of funding, fiscal year funding was awarded, and which member(s) of congress submitted the project.

*No answer.*

## Section 4. Transportation, Housing, and Urban Development Specific Questions

### 1. Economic Development Initiatives (EDIs) - National Objectives

For EDI requests you **MUST** include relevant data on how activities or projects address at least one of the three National Objectives of the broader [CDBG program](#). HUD defines the national objectives of CBDG as:

1. Benefiting low- and moderate-income persons or communities;
2. Preventing or eliminating slums or blight; or
3. Addressing community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

**Please use data from HUD as much as possible to justify your project's eligibility.** If you are justifying the project's benefits to low- and moderate-income (LMI) persons or communities, please review this HUD resource:

<https://www.hudexchange.info/programs/cdbg/cdbg-low-moderate-income-data/>

Use the "Map Application" tool to provide the necessary data points demonstrating the LMI benefit:

<https://hud.maps.arcgis.com/home/item.html?id=ffd0597e8af24f88b501b7e7f326bedd>

The County has identified Bay Point as a disadvantaged community under Senate Bill (SB) 1000, which defines these communities as low-income areas that are disproportionately affected by environmental pollution and other hazards that can lead to exposure to certain environmental impacts or other social determinants of health. Bay Point ranks in some of the highest percentile rankings for indicators outlined in SB 1000 for social determinants of health, such as 97th percentile for relative unemployment, 84th percentile for poverty, 86th percentile for limited English-speaking households, 87th percentile of housing burdened low-income households, and 89th percentile of population without a high school degree. 12.7% of its residents live below the poverty line compared to 8.8% countywide with a median household income of \$71,250. 63.8% of residents are Latino compared to 26.8% countywide. 64.1 percent of residents five years and older speak a language other than English at home with 56.3 percent speaking Spanish and 29.6 percent reporting that they do not speak English "very well." Additionally, the population of Bay Point consists of 15% African American and 12% Asian American residents. Further, the County's draft 6th Cycle Housing Element update calls for up to 2,963 units of varying affordable housing levels in Bay Point out of the 7,610 total Regional Housing Needs Allocation (RHNA) units for Contra Costa County. New investment in public facilities, such as a library co-located with low-income and extremely low-income housing is a significant step toward providing equitable services to the community.

### 2. Highways (HIP) or Transit (TIG) - STIP or TIP ID Number

Provide the STIP or TIP ID number for the project as it appears in the STIP or TIP included in the Project Website field (if the project is already on a STIP or TIP).

*No answer.*

### 3. For transit requests, provide the name of the transit agency recipient or subrecipient

*No answer.*

### 4. For airport requests, provide the NPIAS code for the airport.

*No answer.*

### 5. For airport requests - Does project meet federal cost share requirements?

For large and medium primary hub airports, funding can cover 75 percent of eligible costs (or 80 percent for noise program implementation).

For small primary, reliever, and general aviation airports, funding can cover a range of 90-95 percent of eligible costs, based on statutory requirements.

*No answer.*

## Section 5. Contact Information

---

**1. Best Point of Contact Name \***

The individual in California or Washington representative and/or firm, if applicable, that Senator Padilla's staff can contact with questions about the project.

Alison McKee

**2. Best Point of Contact Affiliation \***

Contra Costa County Library

**3. Best Point of Contact Office Phone Number \***

925-608-7701

**4. Best Point of Contact Out of Office/Mobile Phone \***

510-332-7386

**5. Best Point of Contact Email \***

alison.mckee@library.cccounty.us



# Senator Padilla FY 24 Transportation, Housing, and Urban Development

## Congressionally Directed Spending Form (San Pablo Avenue Complete Street/Bay Trail Gap Closure)

### Name & Contact Info

Jeff Valeros  
 Work: 925-313-2031  
 Mobile: 925-812-7738  
 jeff.valeros@pw.cccounty.us

### Mailing Address

255 Glacier Drive  
 Martinez CA 94553

### Permanent Address

255 Glacier Drive  
 Martinez CA 94553

\* indicates a required field.

## Section 1. Requestor Information

### 1. Requesting Entity \*

The name of the local government or organization making the request. Do not use acronyms or abbreviations. Incorporated cities should begin with "City of" and counties should begin with "County of."

County of Contra Costa; Public Works Department

### 2. Requesting Individual(s) \*

The name of the person making the request, e.g. the Mayor, Board of Supervisors, Director, President, etc. Example: Mayor Jane Doe

Chair of the Board of Supervisors, John Gioia

### 3. Priority Number: #X of Y \*

**Multiple requests from the same entity must be ranked in priority order across all appropriations bills.** For example, we need to know what your entity's number one priority project is in FY24, not the number one in Agriculture, or the number one in Transportation, etc.

#2 of 6

### 4. Project Name \*

The project or program to be funded. If applicable, label with the name used in the latest Senate, House, or Conference Report.

San Pablo Avenue Complete Street/Bay Trail Gap Closure

### 5. County or Counties Impacted \*

If more than one county, list counties in order of project's impact high to low. Separate by commas. Use this format: Alameda, Alpine, Amador

Contra Costa

### 6. Grantee Legal Name \*

The name of the local government or organization to receive funding.

Contra Costa, County of

### 7. Requesting Entity Address \*

The mailing address of the local government or organization to receive funding.

Please use following format:

Street Address

City, CA Zip Code

255 Glacier Drive

Martinez, CA 94553

### 8. Employer Identification Number (EIN) \*

The Employer Identification Number, also known as a Federal Tax Identification Number, assigned to the requesting entity by the IRS. **Please provide in XX-XXXXXXX format.** This will only be used for verification of eligibility of entity to receive funding and will not be published.

94-6000509

**9. Grantee Point of Contact - Name \***

The name of a point of contact with the grantee who is authorized to complete the final grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

Brian Balbas

**10. Grantee Point of Contact - Phone \***

**Provide in XXX-XXX-XXXX format, do not use parentheses.** This should be the best phone number for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

925-313-2201

**11. Grantee Point of Contact - Email \***

This should be the best email for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

Brian.Balbas@pw.cccounty.us

## Section 2. Project Information

---

**1. Within which account in the Transportation, Housing, and Urban Development bill are you applying for funding? \***

Highway Infrastructure Program (HIP)

**2. Amount Requested \***

Write out the numeral (i.e. \$1,000,000)

\$2,000,000

**3. Total Project Cost \***

Write out the numeral (i.e. \$1,000,000)

\$11,717,000

**4. What percentage of the project will this funding cover? \***

Ex: 30%

17%

**5. Brief Summary of Project \***

Please provide a concise (1-3 sentences max) description of the project. Summarize the necessary information about the project to make its case.

This project will construct a Class I shared-used path closing a 3.2-mile gap in the planned 500-mile San Francisco Bay Trail, providing multi-modal access for residents in Rodeo and Crockett, and improving safety. Completion of the trail will connect users between forty-seven cities with regional and local destinations.



## 6. Description of Project \*

This description should provide a brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should explain how the money will be spent (i.e., \$ -x- for construction; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for. The description should also state who/how many people the project will serve, timeline for obligating funds, and what performance standards will be used to measure whether this project has achieved its objectives. Please provide the status of the planning and environmental work (ex. NEPA), and describe all other sources of funding contributing to the total cost of the project. This description must be complete on its own and may not simply incorporate supporting materials by reference.

For FAA Facilities and Equipment:

Please also describe why the tower needs to be replaced. This description should include the age of the tower, number of enplanements, operational line of sight issues, other related infrastructure work not covered by the cost of replacing the air traffic control tower (roads, utilities, etc.), and any other information to justify the project.

**Please avoid using special characters in your response, such as apostrophes, parentheses, quotation marks.**

Pedestrian and bicycle infrastructure between the interdependent, unincorporated communities of Rodeo and Crockett does not exist. These historically disadvantaged communities share similar resources such as schools, parks, and libraries, and currently the only means of connectivity is via automobile along the 3.2-mile segment of San Pablo Avenue. The goal of this project is to transform San Pablo Avenue from a road that is unsafe for non-motorized users into a "complete street" with a Class I shared-use path. This project 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.

The project was initiated as a segment of the regional Bay Trail Program, which is administered through the Association of Bay Area Governments. 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 comprised two public workshops, 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. Project managers engaged with a variety of stakeholder and community groups using technical studies and alternatives analysis to determine the alternative that best balances the needs for residents, employers, and regional trail users.

The resulting project will perform a "road diet" to reduce the number of total lanes on San Pablo Avenue from four to three: two travel lanes and a third lane that will transition in use between a truck climbing lane, middle left-turn lane, or striped median depending on the need. The newly acquired space by the removed travel lane 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 in Rodeo to allow for a safer crossing between NuStar Energy and the bus stop across the street. Lighting will be provided along the path, which will enhance user comfort on evening rides.

In addition to the Bay Trail gap closure, which will benefit communities throughout the entire 9-county Bay Area region, 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.

The project 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.

The project is currently in its design phase. Community Project Funding would be used to fund design engineering (\$500,000 of the amount requested) and construction (\$1,500,000 of the amount request) of the project. Construction is set to begin in 2027. Obligation of funds will be requested by 2024 to fund design engineering. Should Community Project Funding not be procured, the County is at risk of being unable to deliver the project due to a funding shortfall, and funding from the awarded State Active Transportation Program may need to be returned.

The performance standard to be used include surveying bicycle and pedestrian usage before and after project construction to determine the project efficacy towards improving active transportation usage. Determination of the appropriate environmental studies for NEPA and CEQA compliance will begin in summer 2023. Additional funding for the project includes State Active Transportation Program and local agency funds.

**7. Has the organization or any potential sub-grantees been subject to sanction or litigation by State, Local, or Federal governments in the past five years? If so, please provide details. \***

No

**7.1 Provide details on litigation/sanctions**

*No answer.*

**8. Project Website \***

This should be a link to the relevant planning document for the project:

- the airport master plan for AIP and F&E,
- the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) for HIP and TIG,
- the State rail plan for CRISI, and
- the project website or relevant planning document for TPR&D and EDI.

For transportation projects that are not currently on one of the identified planning documents, you may alternatively provide a letter from Caltrans supporting the project. If no website or webpage exists for the project, please put N/A.

<https://www.contracosta.ca.gov/6006/San-Pablo-Avenue-Complete-Streets-Projec>

## Section 3. Support and Funding History

**1. Has this project been submitted to other Members of Congress for FY24? \***

Yes

**1.1 Please list members of congress who have received request for this project**

Use this format: CASEN Feinstein, CA01 LaMalfa, CA02 Huffman,

CASEN Feinstein, CA08 Garamendi

**2. List Any Elected Officials, Government Entities, or (Non-Government) Organizations Partnering in or Supporting the Project \***

Please format as: State Senator Jane Doe, City of Cityville, Community Organization, etc.

Metropolitan Transportation Commission, California State Department of Transportation, Contra Costa County Supervisor Federal Glover, San Francisco Bay Trail, Bay Area Ridge Trail, Bike East Bay, West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, East Bay Regional Park District

**3. Has this project previously been submitted by Senator Padilla or another member of congress to the Appropriations Committee? \***

No

**3.1 Please specify which member(s) submitted the project and in which fiscal years**

Ex. Padilla - FY 23. Padilla, Feinstein - FY 22.

*No answer.*

**4. Has this project previously been awarded funds through Congressionally Directed Spending? \***

No

**4.1 Describe previous funding and why project is requesting Congressionally Directed Spending again?**

Please include the amount of funding, fiscal year funding was awarded, and which member(s) of congress submitted the project.

*No answer.*

## Section 4. Transportation, Housing, and Urban Development Specific Questions

**1. Economic Development Initiatives (EDIs) - National Objectives**

For EDI requests you **MUST** include relevant data on how activities or projects address at least one of the three National Objectives of the broader [CDBG program](#). HUD defines the national objectives of CBDG as:

1. Benefiting low- and moderate-income persons or communities;
2. Preventing or eliminating slums or blight; or
3. Addressing community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

**Please use data from HUD as much as possible to justify your project's eligibility.** If you are justifying the project's benefits to low- and moderate-income (LMI) persons or communities, please review this HUD resource:

<https://www.hudexchange.info/programs/cdbg/cdbg-low-moderate-income-data/>

Use the “Map Application” tool to provide the necessary data points demonstrating the LMI benefit:

<https://hud.maps.arcgis.com/home/item.html?id=ffd0597e8af24f88b501b7e7f326bedd>

*No answer.*

**2. Highways (HIP) or Transit (TIG) - STIP or TIP ID Number**

Provide the STIP or TIP ID number for the project as it appears in the STIP or TIP included in the Project Website field (if the project is already on a STIP or TIP).

Pending

**3. For transit requests, provide the name of the transit agency recipient or subrecipient**

*No answer.*

**4. For airport requests, provide the NPIAS code for the airport.**

*No answer.*

**5. For airport requests - Does project meet federal cost share requirements?**

For large and medium primary hub airports, funding can cover 75 percent of eligible costs (or 80 percent for noise program implementation).

For small primary, reliever, and general aviation airports, funding can cover a range of 90-95 percent of eligible costs, based on statutory requirements.

*No answer.*

**Section 5. Contact Information****1. Best Point of Contact Name \***

The individual in California or Washington representative and/or firm, if applicable, that Senator Padilla's staff can contact with questions about the project.

Brian Balbas

**2. Best Point of Contact Affiliation \***

Public Works Director of Contra Costa County

**3. Best Point of Contact Office Phone Number \***

925-313-2201

**4. Best Point of Contact Out of Office/Mobile Phone \***

925-313-2000

**5. Best Point of Contact Email \***

Brian.Balbas@pw.cccounty.us



Name & Contact Info	Mailing Address	Permanent Address
Abigail Fateman Work: 9256552908 Mobile: 5108476602 abigail.fateman@dcd.cccounty.us	30 Muir Road Martinez CA 94553	30 Muir Road Martinez CA 94553

\* indicates a required field.

### Section 1. Requestor Information

**1. Requesting Entity \***

The name of the local government or organization making the request. Do not use acronyms or abbreviations. Incorporated cities should begin with "City of" and counties should begin with "County of."

County of Contra Costa

**2. Requesting Individual(s) \***

The name of the person making the request, e.g. the Mayor, Board of Supervisors, Director, President, etc. Example: Mayor Jane Doe

Board of Supervisors

**3. Priority Number: #X of Y \***

**Multiple requests from the same entity must be ranked in priority order across all appropriations bills.** For example, we need to know what your entity's number one priority project is in FY24, not the number one in Agriculture, or the number one in Transportation, etc.

No answer.

**4. Project Name \***

The project or program to be funded. If applicable, label with the name used in the latest Senate, House, or Conference Report.

The Sacramento-San Joaquin Delta One Water Initiative: Knightsen Wetland Restoration Project

**5. County or Counties Impacted \***

If more than one county, list counties in order of project's impact high to low. Separate by commas. Use this format: Alameda, Alpine, Amador

Contra Costa, Sacramento, San Joaquin, Solano, Yolo

**6. Grantee Legal Name \***

The name of the local government or organization to receive funding.

Contra Costa County

**7. Requesting Entity Address \***

The mailing address of the local government or organization to receive funding.

Please use following format:

Street Address

City, CA Zip Code

30 Muir Road

Martinez, CA 94553

**8. Employer Identification Number (EIN) \***

The Employer Identification Number, also known as a Federal Tax Identification Number, assigned to the requesting entity by the IRS. **Please provide in XX-XXXXXXX format.** This will only be used for verification of eligibility of entity to receive funding and will not be published.

94-6000509

**9. Grantee Point of Contact - Name \***

The name of a point of contact with the grantee who is authorized to complete the final grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

Abigail Fateman

**10. Grantee Point of Contact - Phone \***

**Provide in XXX-XXX-XXXX format, do not use parentheses.** This should be the best phone number for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

925-655-2908

**11. Grantee Point of Contact - Email \***

This should be the best email for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

abigail.fateman@dcd.cccounty.us

## Section 2. Project Information

---

**1. Within which account in the Energy and Water bill are you applying for funding? \***

Corps of Engineers: Construction

**2. Amount Requested \***

Write out the numeral (i.e. \$1,000,000)

\$2,000,000

**3. Total Project Cost \***

Write out the numeral (i.e. \$1,000,000)

\$3,740,000

**4. What percentage of the project will this funding cover? \***

Ex: 30%

53.5%

**5. Brief Summary of Project \***

Please provide a concise (1-3 sentences max) description of the project. Summarize the necessary information about the project to make its case.

The Knightsen Wetland Restoration Project is a 645-acre habitat restoration project in the western Delta. The Project will restore habitat for State and Federally threatened and endangered species, improve Delta water quality, create a shoreline more resilient climate change, and provide other community benefits.

## 6. Description of Project \*

This description should provide a brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should explain how the money will be spent (i.e., \$ -x- for salaries; \$ -x- for programming; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for. The description should also state who/how many people the project will serve and what performance standards will be used to measure whether this project has achieved its objectives. This description must be complete on its own and may not simply incorporate supporting materials by reference.

**Please avoid using special characters in your response, such as apostrophes, parentheses, quotation marks.**

### PROJECT SUMMARY

The Sacramento-San Joaquin Delta One Water Initiative, authorized as the Sacramento-San Joaquin Delta in WRDA 2022, would provide critical funding to the Knightsen Wetland Restoration Project in Contra Costa County. The Knightsen Wetland Restoration Project is located in unincorporated Contra Costa County in the Sacramento-San Joaquin Delta. Historically this site was a mosaic of tidal marsh, wetland, sand dune, grassland, and oak savanna. For the past 100 years+ the property has been farmed (irrigated agriculture/livestock grazing).

While it may not be possible to rewind the clock, studies identified the potential for an extensive project to restore habitat types historically present can support special status species. In an effort led and supported by local agencies, the State Agencies (CA Department of Fish and Wildlife and the Sacramento-San Joaquin Delta Conservancy) have contributed over \$1,500,000 in grant funds to complete the assessments and design work for the large-scale restoration of this 645- acre site.

When constructed, the project will provide habitat for state and federally threatened and endangered species as well as providing a host of ancillary benefits locally including flood water attenuation, Delta water quality improvements, and protected open space. (Note the project site is near and hydrologically connected to the Contra Costa Water District's Rock Slough water intake, and will benefit water quality in the immediate vicinity.)

### Habitat Types to be Restored:

- o Up to 213 acres of Wetland (tidal, muted tidal, seasonal) wetland to benefit giant garter snake, western pond turtle, tricolored black bird, migratory birds, and more
- o Up to 90 acres of Alkali Meadow to benefit golden eagle, migratory birds
- o Up to 240 acres of Oak Savanna / Grassland to benefit tricolored black bird, western burrowing owl, Swainson's hawk, migratory birds and more
- o Up to 13 acres of Dune to benefit Northern California legless lizard, western burrowing owl, and more

### BUDGET

This funding request for \$2,000,000 is to provide support for early implementation actions related to restoration revegetation materials. Funding will pay to source, amplify, and propagate plant materials for the revegetation of the 645-acre habitat restoration project site. The engineer's estimate for the revegetation of the project site is \$3,740,000. The request funding is approximately 53.5% of the cost for this task.

For this type of project, seeds are locally sourced (collected to provide greater certainty that they are adapted to the local ecology), amplified, and propagated in advance of project construction. This enables the project work to move forward from breaking ground to final revegetation without incurring delay. This is critical advance work that will need to be funded and initiated prior to other project construction phases. These funds will not be used for staff salaries, overhead, on-going regular activities, or recurring activities.

Local agencies have set up an endowment account for conserved lands in the region that will provide funding for site management in perpetuity.

### PERFORMANCE STANDARDS

This project will have performance standards and metrics evaluated over a 5-10 project establishment period. These metrics will relate to the successful restoration of habitat types (hydrology and vegetation), species recovery (species occupying the project site), and management of invasive species. The local agencies will provide post-construction monitoring and management of the site.

### NUMBER OF PEOPLE SERVED

California experienced droughts for 15 of the last 20 years. Several of these drought periods have been followed by historic floods. The fragile Delta ecosystem and water quality continue to be at risk. The Delta Counties Coalition and Contra Costa County seek federal support for local initiatives that will advance holistic, multi-benefit solutions to future water management investments in the five Delta Counties. These projects are considered part of the Sacramento - San Joaquin Delta One Water Initiative.

The Knightsen Restoration Project is a one of a suite of projects that are part of the Sacramento - San Joaquin Delta One Water Initiative. The Delta Counties (San Joaquin, Solano, Sacramento, Yolo and Contra Costa) have a population of 4,208,000 people.

In addition to state-wide, and Delta-wide benefits, this project will provide benefits to the Community of Knightsen by providing open space, shoreline resiliency, and flood water attenuation. The Community of Knightsen has a population of 1,100. The Community of Knightsen to the north and the west of the project site is a disadvantaged community (per 2016-2020 block group layer <https://gis.water.ca.gov/app/dacs/>).

#### PROJECT WEBSITE

All project information is available on the project's website: <https://www.contracosta.ca.gov/7624/Knightsen-Wetland-Restoration-Project>.

**7. Has the organization or any potential sub-grantees been subject to sanction or litigation by State, Local, or Federal governments in the past five years? If so, please provide details. \***

No

**7.1 Provide details on litigation/sanctions**

*No answer.*

**8. Project Website \***

Please provide a web address (e.g., <https://website.com>) associated with the project for which you are requesting funds. If no website or webpage exists for the project, please put N/A.

<https://www.contracosta.ca.gov/7624/Knightsen-Wetland-Restoration-Project>

### Section 3. Support and Funding History

---

**1. Has this project been submitted to other Members of Congress for FY24? \***

Yes

**1.1 Please list members of congress who have received request for this project**

Use this format: CASEN Feinstein, CA01 LaMalfa, CA02 Huffman,

CASEN Feinstein, CASEN Padilla, CA08 Garamendi, CA09 Harder, CA10 DeSaulnier

**2. List Any Elected Officials, Government Entities, or (Non-Government) Organizations Partnering in or Supporting the Project \***

Please format as: State Senator Jane Doe, City of Cityville, Community Organization, etc.

California Coastal Conservancy, California Department of Fish and Wildlife, California Wildlife Conservation Board, Contra Costa County Flood Control & Water Conservation District, East Bay Regional Park District, East Contra Costa County Habitat Conservancy, Sacramento-San Joaquin Delta Conservancy, Delta Counties Coalition comprised of San Joaquin, Solano, Sacramento, Yolo and Contra Costa Counties, and U.S. Fish and Wildlife Service

**3. Has this project previously been submitted by Senator Padilla or another member of congress to the Appropriations Committee? \***

No

**3.1 Please specify which member(s) submitted the project and in which fiscal years**

Ex. Padilla - FY 23. Padilla, Feinstein - FY 22.

*No answer.*

**4. Has this project previously been awarded funds through Congressionally Directed Spending? \***

No

**4.1 Describe previous funding and why project is requesting Congressionally Directed Spending again?**

Please include the amount of funding, fiscal year funding was awarded, and which member(s) of congress submitted the project.

*No answer.*

**5. For Corps of Engineers and Bureau of Reclamation Projects - Has this project or program been funded in a prior FY?**

No

**5.1 Please list the amounts the project or program was funded in each of the past three fiscal years**

ex. FY 23 - \$1,000,000

*No answer.*

## Section 4. Contact Information

---

**1. Best Point of Contact Name \***

The individual in California or Washington representative and/or firm, if applicable, that Senator Padilla's staff can contact with questions about the project.

Abigail Fateman

**2. Best Point of Contact Affiliation \***

Contra Costa County

**3. Best Point of Contact Office Phone Number \***

925-655-2908

**4. Best Point of Contact Out of Office/Mobile Phone \***

510-847-6602

**5. Best Point of Contact Email \***

abigail.fateman@dcd.cccounty.us

Draft





Congressionally Directed Spending Form (Contra Costa County Sea Level Rise Adaptation Plan)

Table with 3 columns: Name & Contact Info, Mailing Address, Permanent Address. Row 1: Nicole Keiko Shimizu, 30 Muir Road, Martinez CA 94553.

\* indicates a required field.

Section 1. Requestor Information

1. Requesting Entity \*

The name of the local government or organization making the request. Do not use acronyms or abbreviations. Incorporated cities should begin with "City of" and counties should begin with "County of."

County of Contra Costa

2. Requesting Individual(s) \*

The name of the person making the request, e.g. the Mayor, Board of Supervisors, Director, President, etc. Example: Mayor Jane Doe

Chair of the Board of Supervisors, John Gioia

3. Priority Number: #X of Y \*

Multiple requests from the same entity must be ranked in priority order across all appropriations bills. For example, we need to know what your entity's number one priority project is in FY24, not the number one in Agriculture, or the number one in Transportation, etc.

No answer.

4. Project Name \*

The project or program to be funded. If applicable, label with the name used in the latest Senate, House, or Conference Report.

Contra Costa County Sea Level Rise Adaptation Plan

5. County or Counties Impacted \*

If more than one county, list counties in order of project's impact high to low. Separate by commas. Use this format: Alameda, Alpine, Amador

Contra Costa

6. Grantee Legal Name \*

The name of the local government or organization to receive funding.

Contra Costa, County of

7. Requesting Entity Address \*

The mailing address of the local government or organization to receive funding.

Please use following format:

Street Address

City, CA Zip Code

30 Muir Road

Martinez, CA 94553

8. Employer Identification Number (EIN) \*

The Employer Identification Number, also known as a Federal Tax Identification Number, assigned to the requesting entity by the IRS. Please provide in XX-XXXXXXX format. This will only be used for verification of eligibility of entity to receive funding and will not be published.

94-6000509

**9. Grantee Point of Contact - Name \***

The name of a point of contact with the grantee who is authorized to complete the final grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

Ryan Hernandez

**10. Grantee Point of Contact - Phone \***

**Provide in XXX-XXX-XXXX format, do not use parentheses.** This should be the best phone number for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

925-655-2919

**11. Grantee Point of Contact - Email \***

This should be the best email for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

ryan.hernandez@dcd.cccounty.us

## Section 2. Project Information

---

**1. Within which account in the Transportation, Housing, and Urban Development bill are you applying for funding? \***

Community Development Fund for Economic Development Initiatives (EDI)

**2. Amount Requested \***

Write out the numeral (i.e. \$1,000,000)

\$800,000

**3. Total Project Cost \***

Write out the numeral (i.e. \$1,000,000)

\$1,600,000

**4. What percentage of the project will this funding cover? \***

Ex: 30%

50%

**5. Brief Summary of Project \***

Please provide a concise (1-3 sentences max) description of the project. Summarize the necessary information about the project to make its case.

The Contra Costa County Sea Level Rise Adaptation Plan is a comprehensive set of strategies that provides a road map for the County and its partners to navigate the risks of sea level rise and detail the commitments needed to mitigate these risks.

## 6. Description of Project \*

This description should provide a brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should explain how the money will be spent (i.e., \$ -x- for construction; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for. The description should also state who/how many people the project will serve, timeline for obligating funds, and what performance standards will be used to measure whether this project has achieved its objectives. Please provide the status of the planning and environmental work (ex. NEPA), and describe all other sources of funding contributing to the total cost of the project. This description must be complete on its own and may not simply incorporate supporting materials by reference.

For FAA Facilities and Equipment:

Please also describe why the tower needs to be replaced. This description should include the age of the tower, number of enplanements, operational line of sight issues, other related infrastructure work not covered by the cost of replacing the air traffic control tower (roads, utilities, etc.), and any other information to justify the project.

**Please avoid using special characters in your response, such as apostrophes, parentheses, quotation marks.**

Contra Costa County or County is one of the nine San Francisco Bay Area counties and is also one of the five Sacramento-San Joaquin Delta counties. A healthy, vibrant, and resilient County shoreline is closely tied to the physical, societal, and economic health of those who live, work, and recreate in the County and its 19 cities.

Sea Level Rise is altering the physical environment and will present an increasingly significant challenge to the 1.16 million people of Contra Costa County. With warmer temperatures and more extreme weather, we can expect the County's shoreline, comprised of natural landforms and built infrastructure, to be subject to more severe and frequent flooding. Areas that don't currently experience flooding may begin to flood. The assets at risk include homes and businesses, disadvantaged/impacted shoreline communities adjacent to industrial sites, hazardous materials sites, brownfields, the US Navy Military Ocean Terminal at Concord, railroads, wastewater treatment facilities, electrical substations, natural gas and crude oil pipelines, prime agricultural resources, and in-Delta legacy communities. Contra Costa County is home to a large number of major industrial facilities along its northern waterfront, including four of the five refineries in the Bay Area, two of which are in the process of converting operations to process renewable fuel.

In 2015, the County participated in a regional study on sea level rise called Adapting to Rising Tides or ART, which focused on the shoreline from Richmond to Pittsburg and was conducted by the Bay Conservation and Development Commission or BCDC. In 2018, the County participated in a similar BCDC-led ART study for east county that addressed the shoreline from Pittsburg through the Delta to the Clifton Court Forebay where the massive state and federal water projects draw their water. Shortly after that, the Delta Stewardship Council performed a different assessment that included the areas in Contra Costa County that are part of the Delta. These analyses provide foundational information that would jumpstart the development of a complete shoreline adaptation plan.

However, the prior assessments covering portions of the county were unable to be consistent in the methodology or assumptions (e.g., different data inputs, hydrodynamic mapping assumptions, and mapping protocols). Also, since the prior work was completed, updated sea level rise data, modeling work and updated guidance from the State of California are available.

A comprehensive, full-County, Sea Level Rise Adaption Plan, or Plan, would provide a consistent, current set of critical baseline information to refine our picture of threats to our communities and the most effective means to address these challenges. As part of the Plan, the County would create a geographic information system or GIS interactive map utilizing the most current data and assumptions on rising seas. This GIS map would forecast the outcomes of action/inaction and provide a scientific basis for determining the most effective and appropriate sea level rise adaption strategies within specific communities. This GIS map would become accessible to the public, to increase community awareness and help educate those living in affected areas, including the many disadvantaged and vulnerable communities along the County's shoreline.

The Plan would build on the updated technical information to identify specific and comprehensive actions to address threats within the County and its shoreline cities. The Plan would assess the effectiveness of potential approaches and recommend adaptation strategies at a more granular level than what has been developed through regional planning. The prescribed actions could include natural and constructed infrastructure improvements such as wetland restoration, creek channel restoration, levee improvements, sea walls and wave dissipation systems. Improvements that maintain and enhance natural resource values and incorporate natural adaptability, such as reliance on wetlands adaptable to changing sea levels, will likely be high priority for reasons of cost efficiency and ecosystem resilience. The Plan will also make recommendations on potential land use planning changes, including refining considerations for siting decisions and long-term strategies for shifting development patterns if necessary. The Plan would also address implementation strategies, including responsibility for implementing recommended actions, funding strategies and needs for new or expanded partnerships of both public and private organizations. The Plan will also serve to build understanding among leaders and the public of the threats to be faced and long-term commitments that will be necessary to meet the challenge of sea level rise. The communities that would be included in the Plan are the Cities of Antioch, Brentwood, Concord, El Cerrito, Hercules, Martinez, Oakley, Pinole, Pittsburg, and Richmond, and the unincorporated communities of Bay Point, Bay View, Bethel Island, Byron, Clyde, Crockett, Discovery Bay, Knightsen, Montalvin Manor, North Richmond, Port Costa, Rodeo, and Vine Hill.

To develop the Plan, the County would convene and facilitate an intensive public process to engage all affected public and private stakeholders as well as the broader community. Given their history and expertise on this topic, and their role regulating the Bay shoreline, the County would request the assistance of BCDC to help guide the effort. Since many potential actions will be outside the scope of the County's authority, the planning process will focus on achieving active participation and buy-in from cities, special districts, property owners, affected disadvantaged/impacted communities, and other essential stakeholders.

To develop actions detailed enough to address the threat along the entirety of the County's 90-mile shoreline and to focus stakeholder engagement, aspects of the Plan and the planning process would be carved into discrete geographical units, known as Operational Landscape Units or OLUs. These OLUs have been defined by the San Francisco Estuary Institute to include segments of the shoreline that share specific physical characteristics that make them suitable to be planned and managed as a unit. By incorporating OLUs into the structure of the planning process and preparing recommendations specific to each OLU, the Plan will be able to focus stakeholders on the shoreline segments relevant to them and identify the partnerships needed to achieve real, on the ground results.

**7. Has the organization or any potential sub-grantees been subject to sanction or litigation by State, Local, or Federal governments in the past five years? If so, please provide details. \***

No

**7.1 Provide details on litigation/sanctions**

*No answer.*

**8. Project Website \***

This should be a link to the relevant planning document for the project:

- the airport master plan for AIP and F&E,
- the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) for HIP and TIG,
- the State rail plan for CRISI, and
- the project website or relevant planning document for TPR&D and EDI.

For transportation projects that are not currently on one of the identified planning documents, you may alternatively provide a letter from Caltrans supporting the project. If no website or webpage exists for the project, please put N/A.

N/A

## Section 3. Support and Funding History

---

**1. Has this project been submitted to other Members of Congress for FY24? \***

Yes

**1.1 Please list members of congress who have received request for this project**

Use this format: CASEN Feinstein, CA01 LaMalfa, CA02 Huffman,

CASEN Feinstein, CA08 Garamendi, CA10 DeSaulnier, CA05 Harder

**2. List Any Elected Officials, Government Entities, or (Non-Government) Organizations Partnering in or Supporting the Project \***

Please format as: State Senator Jane Doe, City of Cityville, Community Organization, etc.

Bay Conservation and Development Commission, San Francisco Estuary Institute, Greenbelt Alliance

**3. Has this project previously been submitted by Senator Padilla or another member of congress to the Appropriations Committee? \***

No

**3.1 Please specify which member(s) submitted the project and in which fiscal years**

Ex. Padilla - FY 23. Padilla, Feinstein - FY 22.

*No answer.*

**4. Has this project previously been awarded funds through Congressionally Directed Spending? \***

No

**4.1 Describe previous funding and why project is requesting Congressionally Directed Spending again?**

Please include the amount of funding, fiscal year funding was awarded, and which member(s) of congress submitted the project.

*No answer.*

## Section 4. Transportation, Housing, and Urban Development Specific Questions

---

**1. Economic Development Initiatives (EDIs) - National Objectives**

For EDI requests you **MUST** include relevant data on how activities or projects address at least one of the three National Objectives of the broader [CDBG program](#). HUD defines the national objectives of CDBG as:

1. Benefiting low- and moderate-income persons or communities;
2. Preventing or eliminating slums or blight; or
3. Addressing community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

**Please use data from HUD as much as possible to justify your project's eligibility.** If you are justifying the project's benefits to low- and moderate-income (LMI) persons or communities, please review this HUD resource:

<https://www.hudexchange.info/programs/cdbg/cdbg-low-moderate-income-data/>

Use the “Map Application” tool to provide the necessary data points demonstrating the LMI benefit:

<https://hud.maps.arcgis.com/home/item.html?id=ffd0597e8af24f88b501b7e7f326bedd>

Based on the HUD data, approximately half of the project area is comprised of communities with a Low- and Moderate Income or LMI score of above 51 percent, in the West Contra Costa CCD and Antioch-Pittsburg CCD. These LMI communities are largely located along the shoreline and face compounding environmental threats exacerbated by socioeconomic constraints. The Biden and Harris Administration created the Justice40 Initiative to confront decades of underinvestment in disadvantaged communities. According to the Justice40 Initiative Climate and Economic Justice Screening Tool, 30 of Contra Costa County's 40 disadvantaged tracts sit directly along Contra Costa County's shoreline. Over 168,000 people live within these communities and stand to be directly impacted based on the following criteria: climate change, reducing and remediating legacy pollution, health burdens, and workforce development. Sea level rise has the potential to exacerbate the aforementioned conditions.

The Contra Costa County Sea Level Rise Adaptation Plan would engage these low- and moderate-income communities to deliver sea level rise adaptation strategies. Engagement involves identifying and educating community leaders about sea level rise impacts and the tradeoffs between strategies to mitigate these impacts. For example, if a living levee were to be considered as a viable sea level rise adaptation strategy, it would come with benefits such as wave attenuation and publicly accessible recreational area but would require sufficient undeveloped land to sustain which could make it less suitable for certain communities. Informed by the tradeoffs of a given sea level rise adaptation strategy, communities could make an informed decision about what strategies best suit their needs. Each community's decisions are going to be driven by their values. This will create collective ownership of the Contra Costa County Sea Level Rise Adaptation Plan to ensure that there is community-buy in and commitment to implement a sea level rise strategy for the entire Contra Costa County shoreline.

This will result in innovative multijurisdictional and multibenefit adaptation projects to efficiently, sustainably, and equitably adapt to sea level rise impacts informed by community values.

**2. Highways (HIP) or Transit (TIG) - STIP or TIP ID Number**

Provide the STIP or TIP ID number for the project as it appears in the STIP or TIP included in the Project Website field (if the project is already on a STIP or TIP).

N/A

**3. For transit requests, provide the name of the transit agency recipient or subrecipient**

N/A

**4. For airport requests, provide the NPIAS code for the airport.**

N/A

**5. For airport requests - Does project meet federal cost share requirements?**

For large and medium primary hub airports, funding can cover 75 percent of eligible costs (or 80 percent for noise program implementation).

For small primary, reliever, and general aviation airports, funding can cover a range of 90-95 percent of eligible costs, based on statutory requirements.

No

## Section 5. Contact Information

---

**1. Best Point of Contact Name \***

The individual in California or Washington representative and/or firm, if applicable, that Senator Padilla's staff can contact with questions about the project.

Ryan Hernandez

**2. Best Point of Contact Affiliation \***

Principal Planner, Department of Conservation and Development

**3. Best Point of Contact Office Phone Number \***

925-655-2919

**4. Best Point of Contact Out of Office/Mobile Phone \***

925-459-4784

**5. Best Point of Contact Email \***

ryan.hernandez@dcd.eccounty.us



# Senator Padilla FY 24 Transportation, Housing, and Urban Development Congressionally Directed Spending Form (Treat Boulevard Corridor Improvements)

## Name & Contact Info

Jeff Valeros  
Work: 925-313-2031  
Mobile: 925-812-7738  
jeff.valeros@pw.cccounty.us

## Mailing Address

255 Glacier Drive  
Martinez CA 94553

## Permanent Address

255 Glacier Drive  
Martinez CA 94553

\* indicates a required field.

## Section 1. Requestor Information

### 1. Requesting Entity \*

The name of the local government or organization making the request. Do not use acronyms or abbreviations. Incorporated cities should begin with "City of" and counties should begin with "County of."

County of Contra Costa; Public Works Department

### 2. Requesting Individual(s) \*

The name of the person making the request, e.g. the Mayor, Board of Supervisors, Director, President, etc. Example: Mayor Jane Doe

Chair of the Board of Supervisors, John Gioia

### 3. Priority Number: #X of Y \*

**Multiple requests from the same entity must be ranked in priority order across all appropriations bills.** For example, we need to know what your entity's number one priority project is in FY24, not the number one in Agriculture, or the number one in Transportation, etc.

#6 of 6

### 4. Project Name \*

The project or program to be funded. If applicable, label with the name used in the latest Senate, House, or Conference Report.

Treat Boulevard Corridor Improvements

### 5. County or Counties Impacted \*

If more than one county, list counties in order of project's impact high to low. Separate by commas. Use this format: Alameda, Alpine, Amador

Contra Costa

### 6. Grantee Legal Name \*

The name of the local government or organization to receive funding.

Contra Costa, County of

### 7. Requesting Entity Address \*

The mailing address of the local government or organization to receive funding.

Please use following format:

Street Address

City, CA Zip Code

255 Glacier Drive

Martinez, CA 94553

### 8. Employer Identification Number (EIN) \*

The Employer Identification Number, also known as a Federal Tax Identification Number, assigned to the requesting entity by the IRS. **Please provide in XX-XXXXXXX format.** This will only be used for verification of eligibility of entity to receive funding and will not be published.

94-6000509

**9. Grantee Point of Contact - Name \***

The name of a point of contact with the grantee who is authorized to complete the final grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

Brian Balbas

**10. Grantee Point of Contact - Phone \***

**Provide in XXX-XXX-XXXX format, do not use parentheses.** This should be the best phone number for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

925-313-2201

**11. Grantee Point of Contact - Email \***

This should be the best email for the point of contact with the grantee who is authorized to complete the grant agreement should this project be funded. **This CANNOT be a lobbyist or consultant.**

brian.balbas@pw.cccounty.us

## Section 2. Project Information

---

**1. Within which account in the Transportation, Housing, and Urban Development bill are you applying for funding? \***

Highway Infrastructure Program (HIP)

**2. Amount Requested \***

Write out the numeral (i.e. \$1,000,000)

\$1,500,000

**3. Total Project Cost \***

Write out the numeral (i.e. \$1,000,000)

\$4,200,000

**4. What percentage of the project will this funding cover? \***

Ex: 30%

36%

**5. Brief Summary of Project \***

Please provide a concise (1-3 sentences max) description of the project. Summarize the necessary information about the project to make its case.

The project will improve safety and first mile/last mile connectivity for pedestrians and bicyclists along Treat Boulevard in the vicinity of the Contra Costa Centre Transit Village. Multi-modal barriers will be removed within the 0.4-mile segment by constructing buffered bike lanes, protected bike lanes, and a Class I multi-use path.



## 6. Description of Project \*

This description should provide a brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should explain how the money will be spent (i.e., \$ -x- for construction; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for. The description should also state who/how many people the project will serve, timeline for obligating funds, and what performance standards will be used to measure whether this project has achieved its objectives. Please provide the status of the planning and environmental work (ex. NEPA), and describe all other sources of funding contributing to the total cost of the project. This description must be complete on its own and may not simply incorporate supporting materials by reference.

For FAA Facilities and Equipment:

Please also describe why the tower needs to be replaced. This description should include the age of the tower, number of enplanements, operational line of sight issues, other related infrastructure work not covered by the cost of replacing the air traffic control tower (roads, utilities, etc.), and any other information to justify the project.

**Please avoid using special characters in your response, such as apostrophes, parentheses, quotation marks.**

The project will reduce conflict points between pedestrians/bicyclists and vehicles and create greater comfort for all users by reconfiguring the 0.4-mile segment of Treat Boulevard between North Main Street and Jones Road/Iron Horse Trail Bridge. Sweeping right-turn lanes will be removed, thereby slowing vehicles. Bicycle and pedestrian infrastructure such as buffered bike lanes, protected bike lanes, and a Class I multi-use path will be constructed to improve safety and connectivity to job centers and heavily used rapid transit.

The Contra Costa Centre Transit Village is a Transit Oriented Development (TOD) in unincorporated Walnut Creek, which contains high-quality, light rail transit (Bay Area Rapid Transit, or BART, Pleasant Hill/Contra Costa Station), high-density housing, and thousands of jobs. Treat Boulevard currently creates challenges for bicyclists because of its wide roadways (up to nine lanes) and multiple intersections. Without bicycle infrastructure improvements, the first/last mile for transit users becomes more constrained.

Bicycle infrastructure does not currently exist along this segment of Treat Boulevard. Bicyclists must currently travel within the roadway, which faces a high volume of vehicular traffic during commuting hours (around 48,000 cars travel across the I-680 overpass daily). This high traffic volume can serve as a deterrent for bicyclists to share the road with drivers traveling at and above the posted 35 mph speed limit. When buffered bicycle lanes are installed, employees commuting to the Contra Costa Centre or Iron Horse Trail will be able to safely use modes of active transportation and attain a more comfortable riding environment.

The project will connect bicyclists to the 1.3 miles of existing Class II bicycle lanes west of the project, creating improved connectivity for the surrounding community. Bicyclists starting at the Contra Costa Centre will also have the ability to access the many retail and food establishments available within this area westward of the project site. Overall, connectivity will be greatly enhanced for recreational and commuter bicyclists.

The corridor has a 35 mph speed limit. The roadway has excess capacity during off-peak hours as it is sized based on level of service and demand during peak hours. There are nine lanes in some locations, presenting a long distance for pedestrians to cross the street. Lane widths within the project area are typically 12' but vary from 11' to 17' wide. Long signal cycle lengths provide higher motor vehicle capacity for the main movements, but causes delays for other movements such as pedestrians crossing which can cause frustration. Long signal cycle lengths also lead to risk taking such as red-light running.

Yield-controlled, channelized (or free) right turns for westbound traffic are present at all intersections, and for eastbound traffic at the Oak Road and Jones Road intersections. Although channelized, free right turns improve efficiency for automobile traffic, they present a less comfortable and less safe environment for pedestrians and bicyclists, who must cross faster moving, right-turning traffic.

The southbound right-turn lane from Oak Road to Treat Boulevard has its own receiving westbound lane, which immediately becomes a right-turn-only onto northbound Buskirk Avenue and the I-680 northbound on-ramp. This layout causes weaving conflicts on westbound Treat Boulevard due to the high demand for northbound I-680. Further exacerbating this issue, the BART rail support column separates the lanes of travel and limits visibility for traffic merging from the right lane. These conditions contribute to the formation of a westbound queue during the afternoon peak hour. Weaving conflicts demand driver attention, often taking away driver awareness of pedestrians and bicyclists.

The eastbound segment on Treat Boulevard between the I-680 off-ramp and Oak Road is also characterized by high weaving volumes during the morning and afternoon peak periods between the curb lane and the left adjacent lane. Heavy traffic from the I-680 northbound off-ramp has its own receiving eastbound lane where weaving conflicts arise between motorists continuing to travel eastbound and motorists turning right at Oak Road or Jones Road. The BART support column between these lanes limits visibility and reduces the available time for motorists to change lanes, thus aggravating this problem.

The project will reduce free weaving and merging conflict points and create greater comfort for pedestrians and bicyclists. By closing the free right-turns at Oak Road and I-680 off-ramp, the high weaving volumes will be mitigated. These geometric modifications will allow drivers to be more aware of bicyclists. Visibility, safety, and rider comfort will consequently be improved between motorists and non-motorists.

The existing lane configuration along eastbound Treat Boulevard includes a fourth eastbound lane beginning at Buskirk Avenue, which is eliminated just two blocks to the east. The subsequent lane changes resulting from adding and dropping a lane within a two-block segment creates a bottleneck between Jones Road and Cherry Lane. The project eliminates the bottleneck by creating lane uniformity on Treat Boulevard (three through lanes).

The bridge over I-680 has wide shoulders in both directions, particularly in the eastbound direction, which presents an opportunity to accommodate bicycle facilities.

The project is currently in its design phase. Community Project Funding would be used to fund design engineering (\$300,000 of the amount requested) and construction (\$1,200,000 of the amount request) of the project. Construction is set to begin in 2026. As this project has been developing during the design phase, County staff discovered unanticipated work such as relocating existing traffic signals and subsurface utilities and additional coordination required with the California State Department of Transportation. Such work has increased the cost and complexity of this project. Should Community Project Funding not be procured, the County is at risk of being unable to deliver the project due to a funding shortfall, and funding from the awarded State Transportation Improvement Program may need to be returned.

The performance standard to be used include surveying bicycle and pedestrian usage before and after project construction to determine the project efficacy towards improving active transportation usage. Determination of the appropriate environmental studies for NEPA and CEQA compliance have begun in coordination with the State. Additional funding for the project includes State Transportation Improvement Program and local agency funds.

**7. Has the organization or any potential sub-grantees been subject to sanction or litigation by State, Local, or Federal governments in the past five years? If so, please provide details. \***

No

**7.1 Provide details on litigation/sanctions**

*No answer.*

**8. Project Website \***

This should be a link to the relevant planning document for the project:

- the airport master plan for AIP and F&E,
- the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) for HIP and TIG,
- the State rail plan for CRISI, and
- the project website or relevant planning document for TPR&D and EDI.

For transportation projects that are not currently on one of the identified planning documents, you may alternatively provide a letter from Caltrans supporting the project. If no website or webpage exists for the project, please put N/A.

<https://www.contracosta.ca.gov/4755/I-680Treat-Blvd-Bicycle-Pedestrian-Impro>

## Section 3. Support and Funding History

**1. Has this project been submitted to other Members of Congress for FY24? \***

Yes

**1.1 Please list members of congress who have received request for this project**

Use this format: CASEN Feinstein, CA01 LaMalfa, CA02 Huffman,

CASEN Feinstein, CA10 DeSaulnier

**2. List Any Elected Officials, Government Entities, or (Non-Government) Organizations Partnering in or Supporting the Project \***

Please format as: State Senator Jane Doe, City of Cityville, Community Organization, etc.

Contra Costa County Supervisor Ken Carlson, City of Walnut Creek, Bay Area Rapid Transit, Caltrans, Contra Costa Centre Association, Bike East Bay

**3. Has this project previously been submitted by Senator Padilla or another member of congress to the Appropriations Committee? \***

No

**3.1 Please specify which member(s) submitted the project and in which fiscal years**

Ex. Padilla - FY 23. Padilla, Feinstein - FY 22.

*No answer.*

**4. Has this project previously been awarded funds through Congressionally Directed Spending? \***

No

**4.1 Describe previous funding and why project is requesting Congressionally Directed Spending again?**

Please include the amount of funding, fiscal year funding was awarded, and which member(s) of congress submitted the project.

*No answer.*

**Section 4. Transportation, Housing, and Urban Development Specific Questions****1. Economic Development Initiatives (EDIs) - National Objectives**

For EDI requests you **MUST** include relevant data on how activities or projects address at least one of the three National Objectives of the broader [CDBG program](#). HUD defines the national objectives of CBDG as:

1. Benefiting low- and moderate-income persons or communities;
2. Preventing or eliminating slums or blight; or
3. Addressing community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

**Please use data from HUD as much as possible to justify your project's eligibility.** If you are justifying the project's benefits to low- and moderate-income (LMI) persons or communities, please review this HUD resource:

<https://www.hudexchange.info/programs/cdbg/cdbg-low-moderate-income-data/>

Use the "Map Application" tool to provide the necessary data points demonstrating the LMI benefit:

<https://hud.maps.arcgis.com/home/item.html?id=ffd0597e8af24f88b501b7e7f326bedd>

*No answer.*

**2. Highways (HIP) or Transit (TIG) - STIP or TIP ID Number**

Provide the STIP or TIP ID number for the project as it appears in the STIP or TIP included in the Project Website field (if the project is already on a STIP or TIP).

CC-190012

**3. For transit requests, provide the name of the transit agency recipient or subrecipient**

*No answer.*

**4. For airport requests, provide the NPIAS code for the airport.**

*No answer.*

**5. For airport requests - Does project meet federal cost share requirements?**

For large and medium primary hub airports, funding can cover 75 percent of eligible costs (or 80 percent for noise program implementation).

For small primary, reliever, and general aviation airports, funding can cover a range of 90-95 percent of eligible costs, based on statutory requirements.

*No answer.*

**Section 5. Contact Information****1. Best Point of Contact Name \***

The individual in California or Washington representative and/or firm, if applicable, that Senator Padilla's staff can contact with questions about the project.

Brian Balbas

**2. Best Point of Contact Affiliation \***

Public Works Director of Contra Costa County

**3. Best Point of Contact Office Phone Number \***

9253132201

**4. Best Point of Contact Out of Office/Mobile Phone \***

9253132000

**5. Best Point of Contact Email \***

Brian.Balbas@pw.cccounty.us