



**Contra  
Costa  
County**

To: Board of Supervisors  
From: Brian M. Balbas, Public Works Director/Chief Engineer  
Date: September 13, 2022

Subject: APPROVE the submission of a Safe Streets and Roads for All grant application to the U.S. Department of Transportation, Crockett and Rodeo areas.

**RECOMMENDATION(S):**

APPROVE and AUTHORIZE the Public Works Director, or designee, to submit a Safe Streets and Roads for All (SS4A) grant application to the U.S. Department of Transportation under the Infrastructure Investment and Jobs Act (IIJA), Rodeo and Crockett areas. (District V)

**FISCAL IMPACT:**

If awarded, it is estimated that the recommended project will be funded by 80% Safe Streets and Roads for All (SS4A) Funds and 20% Local Road Funds.

**BACKGROUND:**

A potential award of federal funding will augment local road funds, stretching local dollars to build improvements that would not be possible otherwise.

The SS4A program provides funding for two types of grants: Action Plan Grants (for comprehensive safety action plans) and Implementation Grants. This will be for an Implementation Grant, where the eligible applicant must have a qualifying Action Plan. Implementation Grants implement strategies or projects that are to be consistent with an

☒ APPROVE

☐ OTHER

☒ RECOMMENDATION OF CNTY  
ADMINISTRATOR

☐ RECOMMENDATION OF BOARD  
COMMITTEE

Action of Board On: **09/13/2022** ☒ APPROVED AS RECOMMENDED ☐ OTHER

Clerks Notes:

**VOTE OF SUPERVISORS**

AYE: John Gioia, District I Supervisor  
Candace Andersen, District II Supervisor  
Diane Burgis, District III Supervisor  
Karen Mitchoff, District IV Supervisor  
Federal D. Glover, District V Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: September 13, 2022

Monica Nino, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy

Contact: Craig Standafer,  
925.313.2018

cc:

existing Action Plan, which for the County is Vision Zero, adopted by the Board on March 1, 2022. A successful grant application will demonstrate engagement with a variety of public and private stakeholders and seek to adopt innovative technologies and strategies to:

## BACKGROUND: (CONT'D)

- Promote safety;
- Employ low-cost, high-impact strategies that can improve safety over a wider geographic area;
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies; and,
- Align with the U.S. Department of Transportation's mission and priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.

Grant applications will be reviewed and rated for the following four criteria:

### 1) Safety Impact.

Will the project significantly reduce or eliminate roadway fatalities and serious injuries, employ low-cost solutions, and include evidence-based strategies?

### 2) Equity, Engagement, and Collaboration.

What is the extent to which the application will ensure the equitable investment in the safety needs of underserved communities, and demonstrate engagement with a variety of public and private stakeholders? Is there a focus on equity, engagement, and collaboration in relation to the implementation of the project?

### 3) Effective Practices and Strategies.

Are there low-cost, high-impact strategies that can improve safety over a wide geographical area that include evidence-based strategies to improve safety, and seek to adopt innovative technologies or strategies? Does the project create a safer community by using a Safe System Approach, adding Complete Streets, or having other innovative practices and technologies?

### 4) Climate Change and Sustainability, and Economic Competitiveness.

Is there a focus on equity and safety that also advances considerations of climate and sustainability and also support economic competitiveness?

## RECOMMENDED CANDIDATE PROJECT

Staff recommends that the San Pablo Avenue Complete Streets/Bay Trail Gap Closure be submitted for SS4A funding consideration. This project is recommended based upon its competitiveness, project readiness, and staff availability. A local match of twenty percent (20%) is required for these funds. Should the project be awarded, staff will then assess

funding availability to meet the local funding match requirements of the grant. The project is described below.

## **SAN PABLO AVENUE COMPLETE STREETS/BAY TRAIL GAP CLOSURE – RODEO/CROCKETT**

The San Pablo Avenue corridor between Rodeo and Crockett has been recognized in numerous prior planning documents as a key route and targeted for multi-modal improvements. The County's 2005 General Plan designates this portion of the corridor as a Scenic Route, given its surrounding landscape and views of San Pablo Bay, the Carquinez Strait, and the Briones Hills. The 2009 Countywide Bicycle and Pedestrian Plan proposes a Class II bicycle facility on this portion of San Pablo Avenue and noted that this facility is part of the County's larger bicycle and pedestrian network. The West Contra Costa Transportation Advisory Committee 2017 Action Plan designated the San Pablo Avenue corridor as a Route of Regional Significance and has identified an action to implement a complete streets/Bay Trail project connecting Rodeo and Crockett.

In 2014, a feasibility study was commissioned by the County through a Priority Development Area planning grant from the Metropolitan Transportation Commission (MTC) and Contra Costa Transit Authority (CCTA) for this segment of San Pablo Avenue to identify a preferred complete street alternative and set of improvements for the roadway. The study incorporated a series of technical studies, field work, public outreach, and engineering analysis, which provided the basis for the recommended alternative. A shared use path on the northern side with a road diet was determined as this recommended alternative. On June 5, 2018, the Board of Supervisors approved the feasibility report for the San Pablo Avenue Complete Streets Study and authorized the Public Works Director to seek funding.

This project aims to provide a shared bicycle and pedestrian path on the northern side of the corridor, separated by a physical barrier. This will be accomplished by reducing the existing four travel lanes to one travel lane in each direction with center left-turn lanes, dedicated left-turn pockets, and truck climbing lanes. The addition of a shared bicycle and pedestrian path will close a 3-mile gap of the San Francisco Bay Trail, further connecting these two communities, as well as the other amenities tied to the San Francisco Bay Trail. The anticipated benefits are numerous as the new infrastructure will not only provide an option for local residents to use an active mode of transportation for their commute but also extends well beyond these two communities to provide to the existing San Francisco Bay Trail, a 29-mile connection between Vallejo and Oakland.

### **CONSEQUENCE OF NEGATIVE ACTION:**

If staff is not authorized to submit the application, grant funding will not be available, which will delay the design and construction of this project.