



CONTRA COSTA COUNTY

AGENDA

Sustainability Committee

Supervisor Ken Carlson, Chair
Supervisor John Gioia, Vice Chair

Monday, May 12, 2025

1:00 PM

**11780 San Pablo Ave., Ste. D,
El Cerrito, CA 94530 |**

**2255 Contra Costa Blvd., Ste. 202,
Pleasant Hill, CA 94523**

ZOOM LINK

<https://cccouny-us.zoom.us/j/81614339223>

**| Dial: 888-278-0254 |
ACCESS CODE: 841892**

The public may attend this meeting in person at either above location. The public may also attend this meeting remotely via ZOOM or call-in.

AGENDA ITEMS: Items may be taken out of order based on the business of the day and preference of the Committee.

1. INTRODUCTION Call to order and roll call.
2. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).
3. APPROVE Record of Action from March 10, 2025, meeting of the Sustainability Committee. **[25-1720](#)**
Attachments: **[Meeting Minutes 03.10.25](#)**
4. RECEIVE report on County Progress in Achieving Active Transportation Goals and Implementing Programs and PROVIDE DIRECTION, as needed. **[25-1721](#)**
Attachments: **[Presentation on TR-1](#)**
5. RECEIVE update from Contra Costa Transportation Authority on Active Transportation Goals and Programs. **[25-1722](#)**
Attachments: **[CCTA SustainabilityCommittee-BoS_ActiveTransportationUpdate](#)**

6. RECEIVE report from the Sustainability Commission Chair, or Designee. [25-1723](#)
7. RECEIVE report on staff activities that support sustainability goals. [25-1724](#)
Attachments: [Sustainability Staff Progress Report](#)
8. **ADJOURN until the next Sustainability Committee Meeting to be held on, Monday, July 14, 2025, at 1:00pm.**

GENERAL INFORMATION

This meeting provides reasonable accommodations for persons with disabilities planning to attend a the meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any public records subject to disclosure related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Committee less than 96 hours prior to that meeting are available for public inspection at:

30 Muir Rd., 1st Floor, Martinez, CA 94553

HOURS:

Monday through Friday
8 a.m. to 5 p.m.

Staff reports related to items on the agenda are also accessible on line at www.co.contra-costa.ca.us.

HOW TO PROVIDE PUBLIC COMMENT

Persons who wish to address the Committee during public comment on matters within the jurisdiction of the Committee that are not on the agenda, or who wish to comment with respect to an item on the agenda, may comment in person, via Zoom, or via call-in. Those participating in person should offer comments when invited by the Committee Chair. Those participating via Zoom should indicate they wish to speak by using the “raise your hand” feature in the Zoom app. Those calling in should indicate they wish to speak by pushing *9 on their phones.

Public comments generally will be limited to two (2) minutes per speaker. In the interest of facilitating the business of the Board Committee, the total amount of time that a member of the public may use in addressing the Board Committee on all agenda items is 10 minutes. Your patience is appreciated.

Public comments may also be submitted to Committee staff before the meeting by email or by voicemail. Comments submitted by email or voicemail will be included in the record of the meeting but will not be read or played aloud during the meeting.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

Jody London
(925) 655-2815



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-1720

Agenda Date: 5/12/2025

Agenda #: 3.

SUSTAINABILITY COMMITTEE

Meeting Date: May 12, 2025

Subject: APPROVE Record of Action of March 10, 2025, meeting of the Sustainability Committee

Submitted For: SUSTAINABILITY COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Presenter(s): Jody London || Sustainability Coordinator | DCD

Contact: Jody London | (925) 655-2815

Referral History:

This is a standing item of the Committee.

Referral Update:

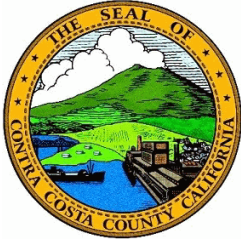
PLEASE SEE ATTACHMENT.

Recommendation(s)/Next Step(s):

APPROVE Record of Action of March 10, 2025, meeting of the Sustainability Committee.

Fiscal Impact (if any):

None.



CONTRA COSTA COUNTY

Committee Meeting Minutes - Draft

Sustainability Committee

Supervisor Ken Carlson, Chair
Supervisor John Gioia, Vice Chair

Monday, March 10, 2025

1:00 PM

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AGENDA ITEMS: Items may be taken out of order based on the business of the day and preference of the Committee.

1. INTRODUCTION Call to order and roll call.

The Chair called the meeting to order at 1:01 p.m.

Staff Present:

Raquel De La Torre, Secretary, Dept. of Conservation and Development;
Emily Groth, Planner, Dept. of Conservation and Development;
Jody London, Sustainability Coordinator, Dept. of Conservation and Development;
Demian Hardman-Saldana, Principal Planner, Dept. of Conservation and Development;
Salvador Morales, Planner, Dept. Of Conservation and Development;
Blake McPherson, Sustainability Fellow, Dept. of Conservation and Development;
Adam Scarbrough, Planner, Dept. of Conservation and Development;
Lia Bristol, Deputy Chief of Staff to Supervisor Carlson

Attendees:

Shoshana Wechsler, Sustainability Commission Chair;
Denice Dennis
Lisa Jackson

Carol Weed
Marti Roach

Present: District I Supervisor John Gioia and District IV Supervisor Ken Carlson

2. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).

There was no public comment.

3. APPROVE Record of Action from December 12, 2024, meeting of the Sustainability Committee.

Attachments: [Meeting Minutes 12.12.24](#)
[City of Richmond, BC Presentation](#)

The Record of Action was approved by Supervisor Gioia and Supervisor Carlson abstained.

4. APPROVE Record of Action from February 10, 2025, meeting of the Sustainability Committee.

Attachments: [Meeting Minutes 02.10.25](#)
[Public Comment Email 2.10.25](#)

The Record of Action was approved unanimously.

5. RECEIVE Report on the County's Draft Clean Energy Roadmap for Existing Buildings and PROVIDE DIRECTION, as needed.

Attachments: [CCC Clean Energy Roadmap Presentation to Sustainability Commi 3-10-25_Final](#)
[County Clean Energy Roadmap for Existing Buildings_DRAFT_3-5-25_Final](#)

Demian Hardman-Saldana, Principal Planner in the Department of Conservation and Development (DCD), gave a presentation on the Draft Clean Energy Roadmap for Existing Buildings (Roadmap). The Roadmap is essential to reducing greenhouse gas (GHG) emissions in the County. The Roadmap helps implement the 2024 Climate Action and Adaption Plan (CAAP) strategy BE-2, which calls for creating a detailed County roadmap to convert existing homes and businesses to use all-electric appliances. Additionally, approximately 30% of GHG emissions in the County, according to the most recent GHG inventory data, can be attributed to energy use in residential and non-residential buildings.

Hardman-Saldana mentioned the health benefits, improved safety, climate resilience, and improved air quality of replacing gas-powered home appliances with all-electric ones. The Roadmap calls for conducting preliminary research and analysis, working

with community-based organizations, workforce development, and facilitating an equitable transition focusing on impacted communities.

Hardman-Saldana explained the Roadmap emphasizes regional and state collaboration. The Roadmap recommends working with the County's Legislation Committee and Board of Supervisors to develop a policy framework allowing staff to establish new and/or expand existing relationships with state-level regulatory agencies, including filing public comments with state regulators on behalf of the County.

COMMITTEE DISCUSSION:

The Committee suggested that this work should focus on water heaters and home heating systems that will have legal mandates to comply with Zero Nitrous Oxide regulations approved by the Bay Area Air District. The Committee also acknowledged that community members need help understanding the associated cost as well as benefits from programs regarding all-electric appliance upgrades or updating electrical infrastructure prior to replacing appliances.

The Committee discussed the proposed timeline for adoption of the Roadmap. The suggested timeline includes a 30-day public comment review for the Roadmap in March-April 2025, Committee review of the final draft of the Roadmap with public comments incorporated in May-July 2025, and consideration for adoption by the Board of Supervisors in June-Aug 2025.

PUBLIC COMMENT:

Marti Roach, 350 Contra Costa Action, made three recommendations concerning the Roadmap:

- Further delineate the two retrofit strategies for more affluent homeowners and equity approaches. Roach also agreed with prior discussion prioritizing the transition of water heaters and home heating systems to all-electric.*
- Create a more robust and thorough community education strategy in the Roadmap.*
- Differentiate the Community Engagement section of the Roadmap by objective. For example, objectives could be listed as seeking technical knowledge, seeking partners to support implementation, and learning from the community about barriers and concerns with electrifying.*

Roach commended staff for a good first draft.

Lisa Jackson, 350 Contra Costa Action, provided recommendations on two sections of the Roadmap:

- *In Section 10 (Next Steps), include more detailed deliverables, timelines, and strategies similar to what was done previously with the 2024 CAAP. Spell out what the County's role is in these areas since some areas will be dependent on the County or on other organizations. Consider adding visual representation of interdependence between strategies.*
- *In Section 9 (Policy Options and Other Strategies), consider reviewing and implementing potential policies as an early part of the timeline.*

Denice Dennis, 350 Contra Costa Action and 1000 Grandmothers for Future Generations, asked the Committee to ensure the community engagement strategy of the Roadmap be fully funded through dedicated County funding or through a secure alternative funding stream, separate from the Federal Government, in order to meet 2030 GHG emission reduction goals.

The Committee acknowledged its understanding of the challenges associated with the current policies of the Federal Government and potential lack of funding for future projects.

6. RECEIVE update 2024 Climate Action Plan Progress Report.

Attachments:

[ATTACHMENT A - 2023-24 CAP Interim Work Plan - final](#)

[ATTACHMENT B - 2024 Interim Climate Action Plan Progress Report_2025-03-10](#)

Emily Groth, Planner in DCD, gave a presentation on the progress update for the 2023-2024 Contra Costa County Interim Climate Action Work Plan (Interim Work Plan). The progress update was approved by Sustainability Commission on February 24, 2025, and will be on the Board of Supervisors agenda on March 25.

Groth highlighted key areas where the County made significant progress in 2024 regarding the Interim Work Plan. Areas mentioned include:

- *The Board adopted an ordinance in October that requires increased energy efficiency standards for new buildings, which is expected to go into effect once accepted by the California Energy Commission in early 2025.*
- *Use of zero-waste construction practices for the County's new Administration Building at 1026 Escobar resulted in the first award for Total Resource Use and Efficiency (TRUE) Gold certification for the County government entity. The project also received several other awards for sustainable construction practices.*
- *The County was awarded \$750,000 to create an Urban Forest Management Plan to address extreme heat and create more resilient communities.*
- *The County updated its Environmentally Preferable Purchasing Policy to reduce emissions associated with operations.*

- *The transportation sector remains a great focus for reducing emissions, with work ongoing to increase the bicycle and pedestrian network and transition the County vehicle fleet to zero GHG emissions.*
- *The County strives to be a leader in addressing climate issues. The Office of Communications and Media created numerous videos highlighting the County's climate action work and community engagement.*

COMMITTEE DISCUSSION:

The Committee expressed gratitude for the presentation and asked if the County is pursuing the \$10 million grant for electric vehicle charging infrastructure put out by the Bay Area Air District. Jody London replied that Brendan Havenar-Daughton at the Public Works Department is likely tracking that grant along with other opportunities.

PUBLIC COMMENT:

There was no public comment.

7. RECEIVE report from the Sustainability Commission Chair, or Designee.

Shoshana Wechsler, the recently elected Sustainability Commission Chair, reported that the Commission believes the County's Sustainability program is doing very well and is pursuing every avenue for improvement. The Commission had been focused on development of the CAAP and is now shifting to tracking goals and identifying areas for GHG reduction. Wechsler emphasized how now is a critical time to be working in the sustainability field and believes Contra Costa County can be an incubator for progressive sustainability work.

COMMITTEE DISCUSSION:

The Committee agreed that now is a critical time regarding federal policies and suggested the County may need to re-word documents/statements avoiding specific language to get Federal buy-in. The Committee expressed gratitude for the Commission's work and their ongoing relationship.

PUBLIC COMMENT:

There was no public comment.

8. RECEIVE report on staff activities that support sustainability goals.

Attachments: [03.10.25 Sustainability Staff Report to Sustainability Committee](#)

Jody London, Sustainability Coordinator, gave a short report about the Sustainability team's work securing grants and preparing to publish Requests for Qualifications to implement the grants.

London highlighted challenges with the status of the \$19 million Community Change grant from the U.S. Environmental Protection Agency (EPA) for North Richmond. The grant status has returned to "suspended", and the termination or transfer of EPA project officers has made it difficult to reach anyone to clarify things. London stated that County expenditures have been approved for this grant, but not for County partners.

The Committee asked if the County drew down money when the grant status was open. London replied that \$30,000 was drawn in February to cover staff time to date.

London shared a video about an induction cooktop demonstration presented in Spanish that the County organized as part of its work with the Bay Area Regional Energy Network (BayREN). London expressed that this video is a great example of the County's collaboration with BayREN and the County's Office of Communications and Media

PUBLIC COMMENT:

There was no public comment.

9. **ADJOURN** until the next Sustainability Committee Meeting to be held on, Monday, May 12, 2025, at 1:00pm.

The meeting was adjourned at 2:01 p.m.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-1721

Agenda Date: 5/12/2025

Agenda #: 4.

SUSTAINABILITY COMMITTEE

Meeting Date: May 12, 2025

Subject: RECEIVE report on County Progress in Achieving Active Transportation Goals and Implementing Programs and PROVIDE DIRECTION, as needed.

Submitted For: John Kopchik || Director | DCD

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Presenter(s): Jody London and Jamar Stamps | DCD; Joe Smithonic | PW; Emily Warming | Contra Costa Health

Contact: Jody London | (925) 655-2815

Referral History:

In November 2024, the Board of Supervisors adopted the 2024 *Climate Action and Adaptation Plan* (CAAP). The CAAP adopts goals and actions to make Contra Costa County a cleaner, healthier place to live and work.

The CAAP identifies the primary sources in Contra Costa County of pollution from greenhouse gas emissions. The main source that is within the County's control is emissions from the transportation sector, accounting for 47% of emissions. The CAAP sets goals for reducing emissions from the transportation sector including *Improve the viability of walking, biking, zero emission commuting, and using public transit for travel within, to, and from the county.*

Referral Update:

The County has adopted policies that promote active transportation and safe routes for bicyclists and pedestrians, including Complete Streets (2016), Vision Zero (2022), and Active Transportation Plan (2022). Contra Costa Health operates behavioral programs that focus on preventing injuries and promoting active transportation. The attached presentation provides more detail on the County's work to achieve its goals for safe walking and bicycling.

Recommendation(s)/Next Step(s):

RECEIVE report on County Progress in Achieving Active Transportation Goals and Implementing Programs and PROVIDE DIRECTION, as needed.

Fiscal Impact (if any):

The County is actively seeking grants and other funds to support implementation of its active transportation goals. This report is informational and does not request any funds.

MEETING THE TRANSPORTATION GOALS IN CONTRA COSTA COUNTY'S CLIMATE ACTION AND ADAPTATION PLAN

Presentation to the Sustainability Committee

Jody London, Sustainability Coordinator

Jamar Stamps, Principal Planner, Conservation and Development

Joe Smithonic, Associate Civil Engineer, Public Works

Emily Warming, Program Manager, Contra Costa Health

May 12, 2025

2024 Climate Action and Adaptation Plan

Transportation and buildings are key emissions sources we can influence.

Proportion of Greenhouse Gas Emissions, 2019

| Sector | 2019 |
|---|--------------|
| Transportation | 47% |
| Energy - Residential | 19% |
| Energy - Nonresidential | 9% |
| Solid waste | 22% |
| Agriculture | 4% |
| Off-road equipment | 5% |
| Water and wastewater | Less than 1% |
| BART | Less than 1% |
| Land use and sequestration | -7% |
| Total Annual MTCO ₂ e | 100% |
| Note: Total may not equal the sum of individual rows due to rounding. | |

Source: Updated 2024 CAAP

The CAAP Set Goals for Transportation

CAAP Strategy TR-1: ***Improve the viability*** of walking, biking, zero emission commuting, and using public transit for travel within, to, and from the county.

We'll do this by:

1. Building out a safe, accessible, countywide bike and pedestrian network and ensuring people use it; and
2. Ensuring public transit is safe, affordable, efficient, and accessible for all.

During the development of the 2045 General Plan and the CAAP, residents across the County asked for better access for bikes and pedestrians, and reduced collisions with vehicles that result in serious injuries or death.

KEY POLICY LEVERS FOR ACTIVE TRANSPORTATION

State Policy Drivers

Senate Bill (SB) 375

- Set stage for integrating transportation, land use, and housing decisions.
- Requires each Metropolitan Planning Organization to prepare a Sustainable Communities Strategy (SCS) with strategies that effort to meet California Air Resources Board's Greenhouse Gas Reduction targets.

2008

2013

Senate Bill (SB) 743

- Changed the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA).
- Vehicle Miles Traveled (VMT) replaced automobile delay metrics (i.e. level of service or "LOS").



County Complete Streets Policy

“A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.” - Caltrans Complete Streets Program

- April 2008, County General Plan amended to support the 'Complete Streets' philosophy
- September of 2008, the Governor signed the California Complete Streets Act (CS Act)
- July 2016, County Board of Supervisors adopted Resolution No. 2016/374, Complete Streets Policy of Contra Costa County

County Vision Zero Policy

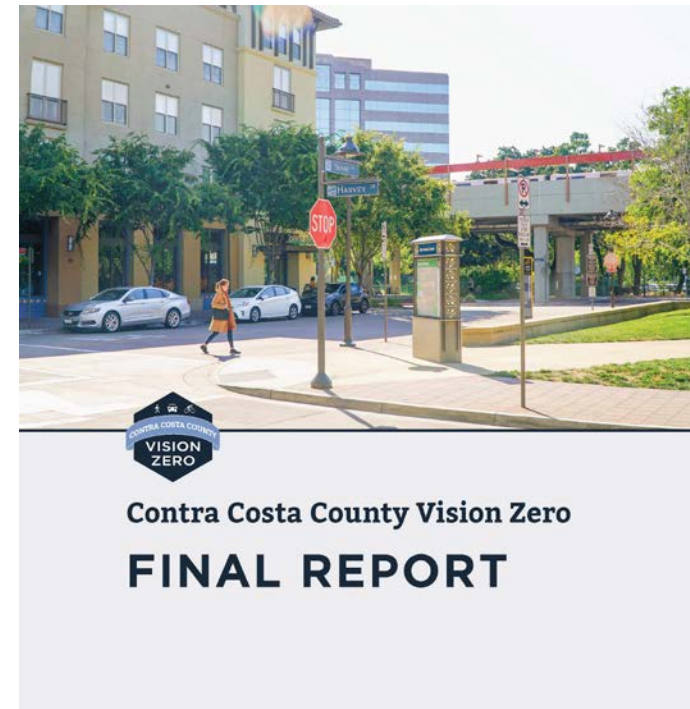


February 2022, the County adopted the Vision Zero Final Report developed by the Public Works Department, the Department of Conservation and Development, and the Department of Health Services.

Vision Zero is a change in how we think about and approach fatalities and major injuries on our roadways.

Instead of accepting collisions that result in fatalities and serious injuries as inevitable, Vision Zero requires us to instead think of these collisions as preventable through a Safe System Approach.

A Safe System approach addresses the five elements of a safe transportation system through a shared responsibility and redundancy: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.



County Active Transportation Plan

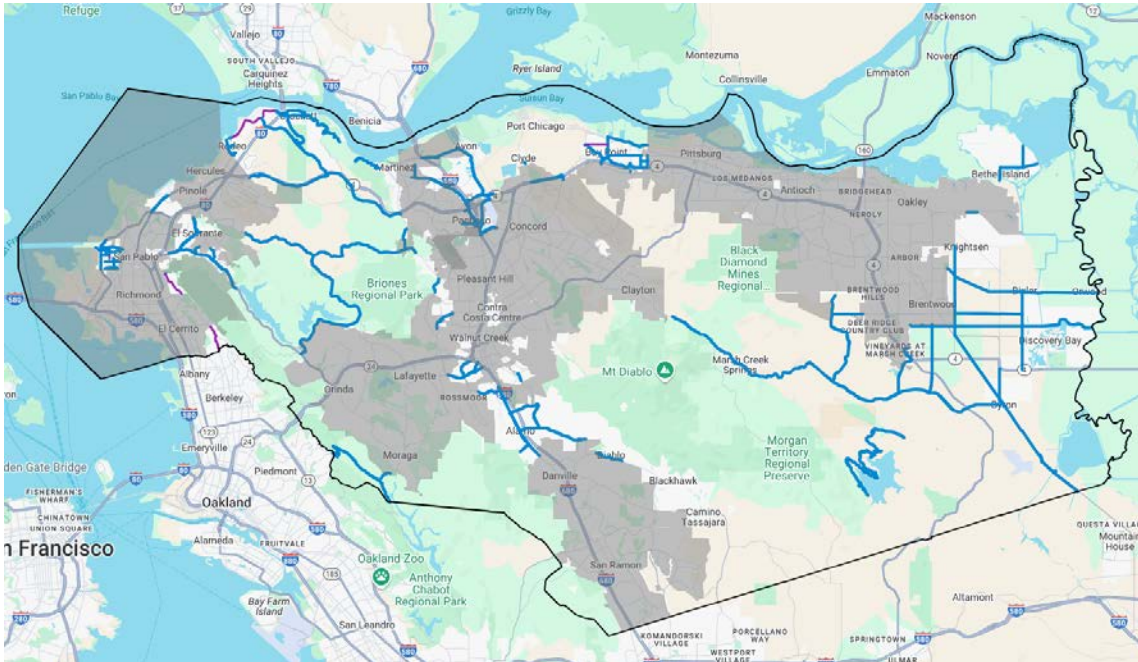


Contra Costa County's ATP is a roadmap to enhance active transportation safety and mode share for unincorporated areas by providing a comprehensive look at active transportation needs and opportunities and outlines investments in new bicycle facilities, upgraded crossings, enhanced trail connections, and improved walkways.

March 29, 2022, the County adopted the ATP, developed collaboratively between the Public Works Department and the Department of Conservation and Development.

ATP Guiding Principles:

- Prioritize active transportation investments based on factors such as collision history or systemic risk, location in an **impacted community**, location near key destinations, and funding opportunities.
- **Shift trip modes** by Contra Costa County residents and visitors from motor vehicles to active modes such as walking and biking to create a more sustainable community **and reduce greenhouse gas emissions**.
- Provide a vision for arterials and collectors within the unincorporated County roadway network to assist County departments in planning for private development, capital projects, and maintenance efforts.



County Complete Streets Projects

Fred Jackson Way, North Richmond



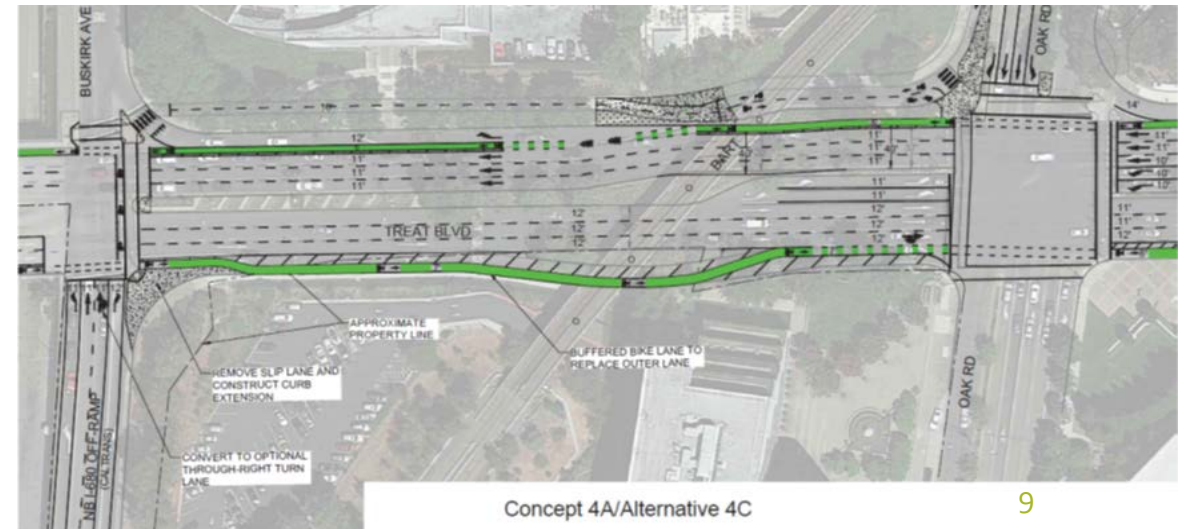
Bailey Road/SR-4 Interchange, Bay Point



Danville Boulevard, Alamo



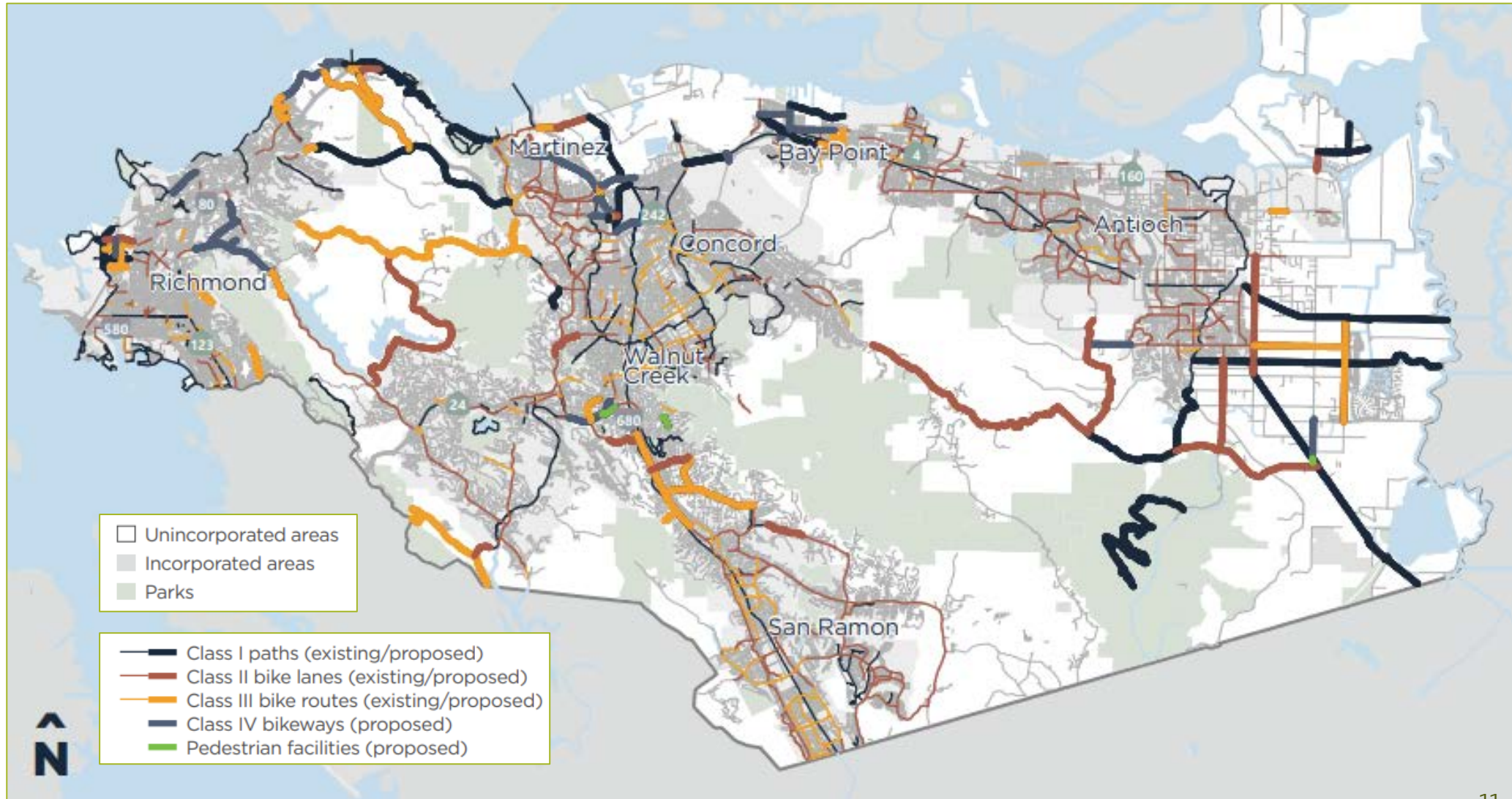
Treat Boulevard, Walnut Creek (planned)



Concept 4A/Alternative 4C

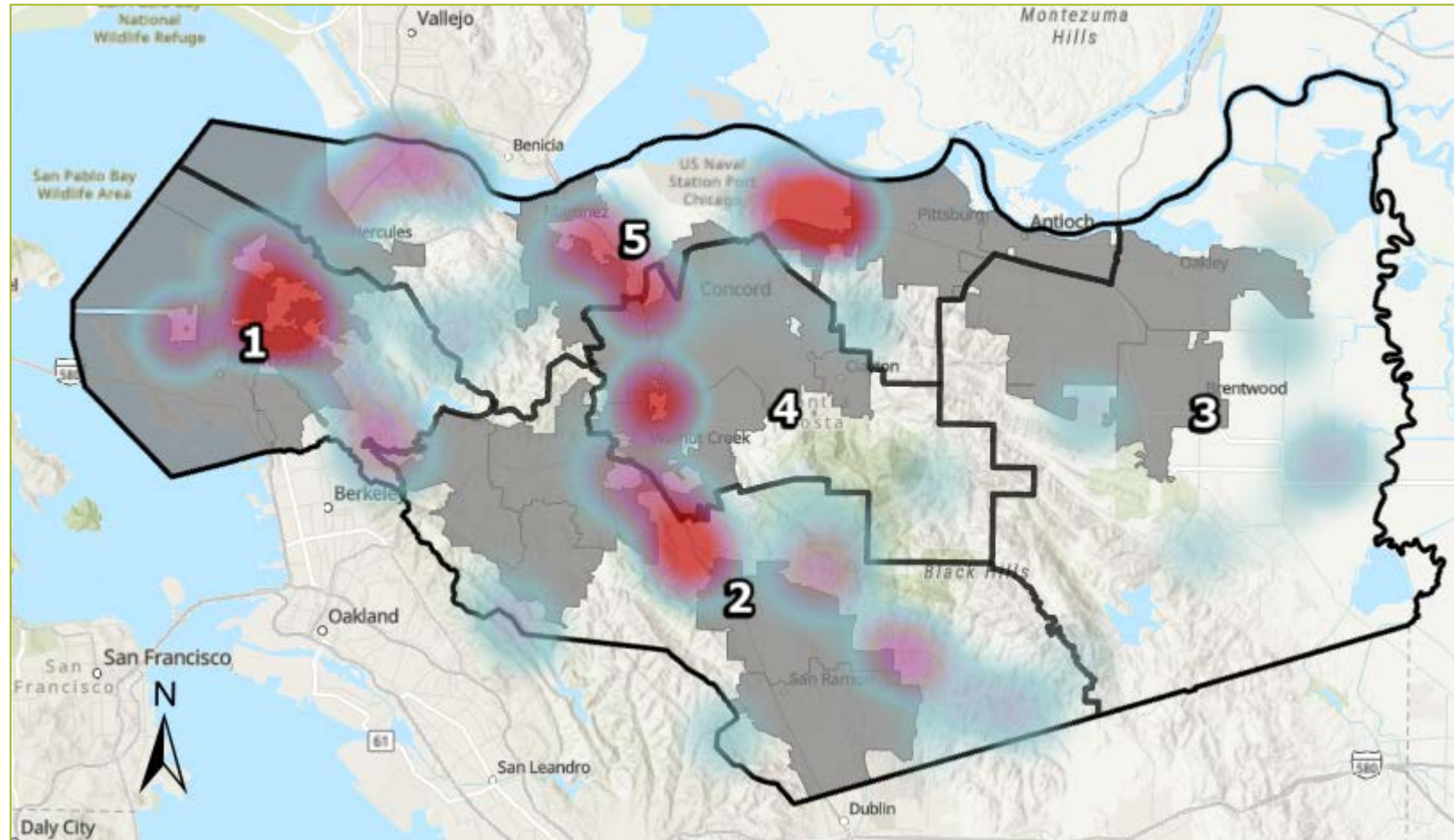
COUNTY ACTIVE TRANSPORTATION INFRASTRUCTURE

Current Bike/Ped Network



Source: Contra Costa County Active Transportation Plan, Figure 26

Bike/Pedestrian Collision History in Communities in Unincorporated County (2020 – 2024)



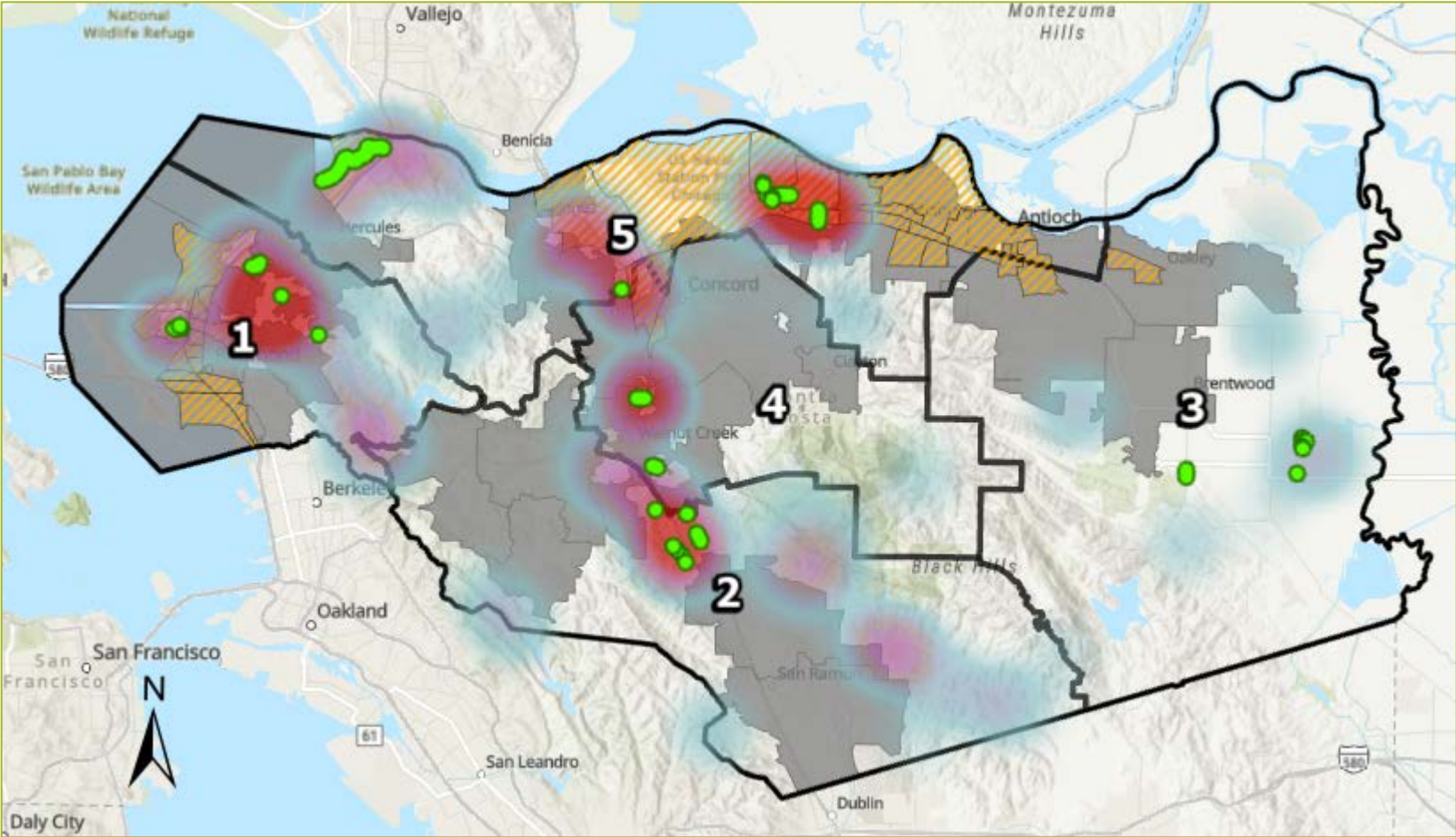
Bike & Ped Collisions Frequency/Severity



Low/Minor



High/Major

Grant Awards for Active Transportation Infrastructure*



 Awarded Grants
 SB 535 DAC

| District | Award Summary |
|----------|---------------|
| 1 | \$ 4,864,840 |
| 2 | \$ 440,000 |
| 3 | \$ 399,415 |
| 4 | \$ 1,891,000 |
| 5 | \$ 24,128,000 |
| TOTAL | \$ 31,723,255 |

*Projects in Design/Construction
Grants awarded 2020 - 2024

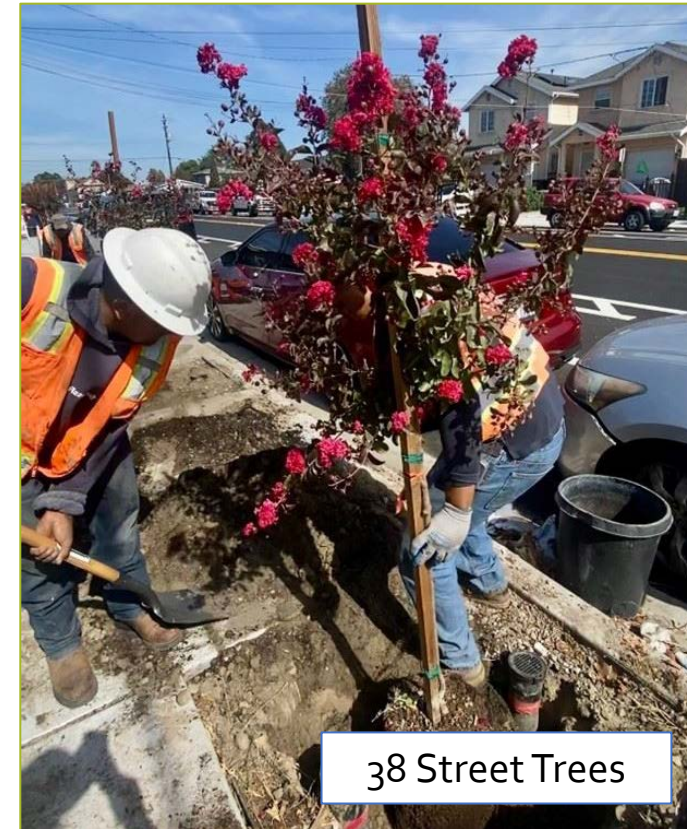
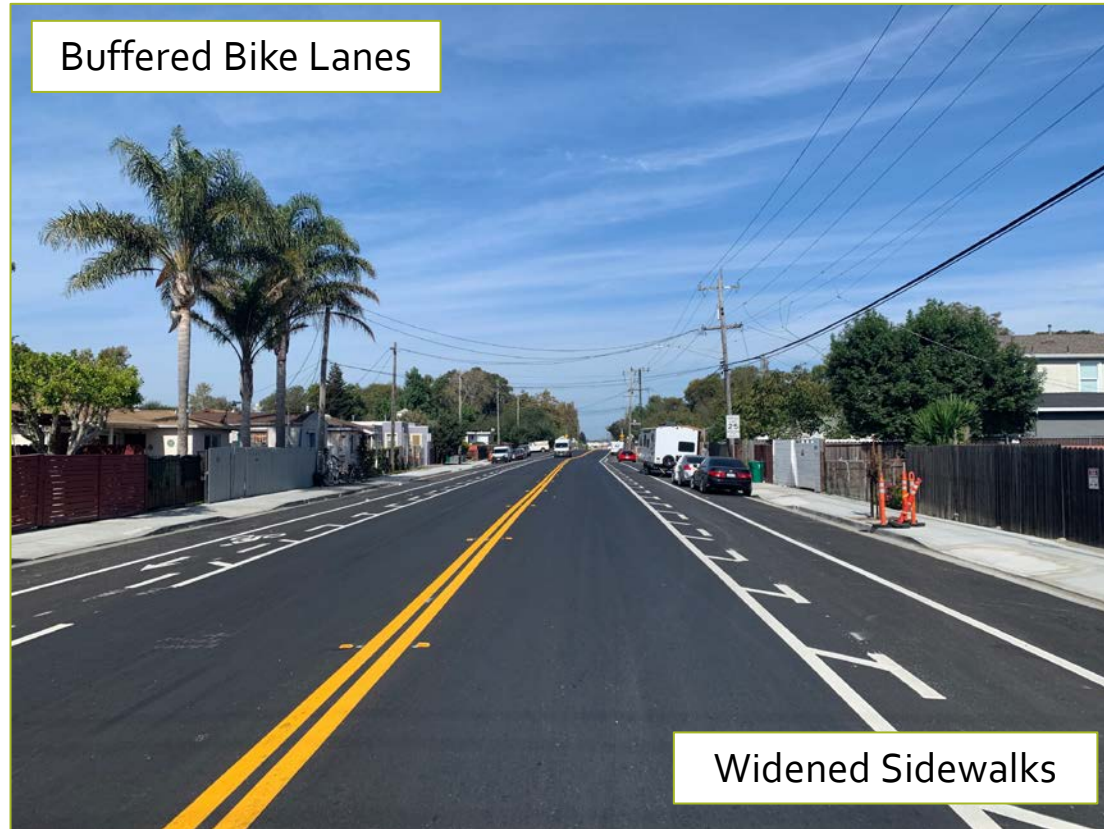
Active Transportation Projects and Awards

| PROJECT | PROGRAM | DISTRICT | | | | | Community | Total Cost | Grant Award |
|---|----------------|----------|---|---|---|---|---------------------|--------------|--------------|
| | | 1 | 2 | 3 | 4 | 5 | | | |
| San Pablo Avenue Complete Streets/Bay Trail Gap Closure | ATP, STMP, CDS | | | | | X | Rodeo/Crockett | \$14,200,000 | \$12,717,000 |
| North Bailey Road Active Transportation Corridor | ATP, SR2B | | | | | X | Bay Point | \$11,321,000 | \$7,059,000 |
| Verde K-8 Safe Routes to School | ATP | X | | | | | North Richmond | \$5,522,000 | \$4,360,000 |
| Pacifica Avenue Safe Routes to School Project | ATP | | | | | X | Bay Point | \$4,342,000 | \$3,902,000 |
| Treat Blvd Corridor Improvements | STIP, HSIP | | | | X | | Contra Costa Centre | \$5,106,300 | \$1,946,000 |
| Central County Crosswalk Improvements | HSIP | | X | | | X | Alamo, Pacheco | \$629,400 | \$350,000 |
| Appian Way at Fran Way Pedestrian Crossing Enhancements | HSIP, TDA | X | | | | | El Sobrante | \$510,800 | \$349,840 |
| Walnut Boulevard Bike Safety Improvements | HSIP | | | X | | | Brentwood | \$1,150,000 | \$249,415 |
| San Miguel Drive Pedestrian Path | TDA | | | | X | | Walnut Creek | \$1,416,000 | \$120,000 |
| Bixler Road and Regatta Drive Intersection Improvements | TDA | | | X | | | Discovery Bay | \$228,000 | \$100,000 |
| Livorna Road Shoulder Widening | TDA | | X | | | | Alamo | \$160,000 | \$100,000 |
| Driftwood Drive and Mariners Cove Drive Pedestrian Improvements | TDA | | | | | X | Bay Point | \$232,000 | \$100,000 |
| Iron Horse Trail Crossing Enhancements in Alamo | TDA | | X | | | | Alamo | \$276,000 | \$90,000 |
| Tara Hills Curb Ramps on Shawn Drive | TDA | X | | | | | Tara Hills | \$310,000 | \$80,000 |
| Olinda Road Crosswalk Improvements Project | TDA | X | | | | | El Sobrante | \$385,000 | \$75,000 |
| Miranda Avenue Safe Routes to School Project | TDA | | X | | | | Alamo | \$888,000 | \$75,000 |
| Timber Point Crosswalk Improvements Project | TDA | | | X | | | Discovery Bay | \$324,000 | \$50,000 |

ATP = Active Transportation Program; HSIP = Highway Safety Improvement Program; TDA = Transportation Development Act; SR2B = Safe Routes to BART; STIP = State Transportation Improvement Program; STMP = Sub-Regional Transportation Mitigation Program; CDS = Congressionally Directed Spending

Project Example – Constructed 2021

Fred Jackson Way First Mile/Last Mile Connection



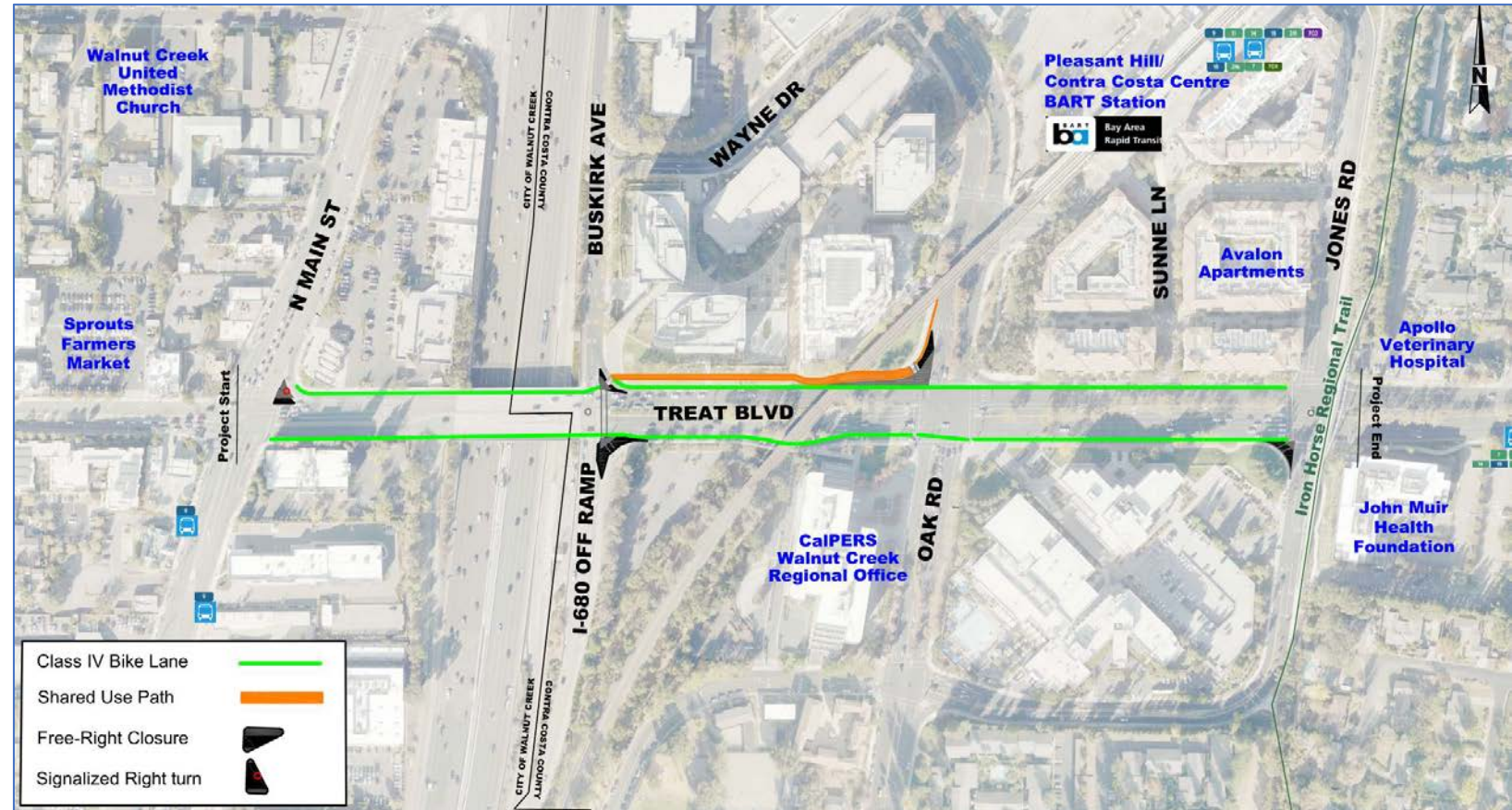
+ C.3 Bioretention Facilities (Accomplishes Goal TR-A5.2)

<https://www.contracosta.ca.gov/8457/Fred-Jackson-Way-1st-MileLast-Mile-Urban>

Project Example – In Design

Treat Boulevard Corridor Improvements

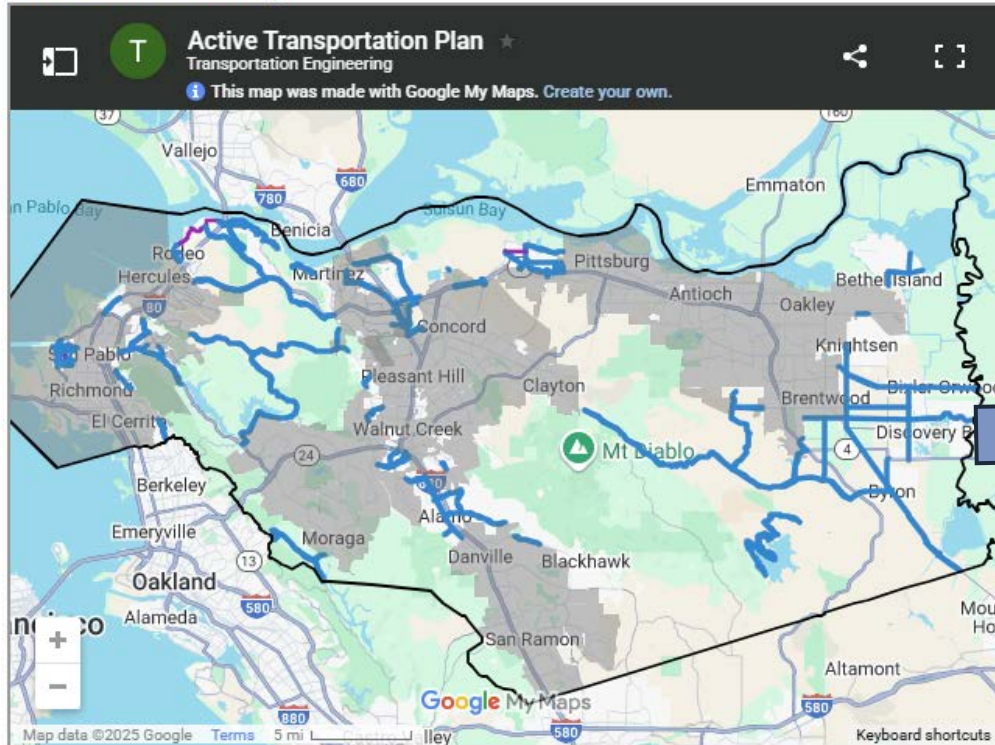
- Class I Shared-Use Path
- Class IV Bikeways
- Removing Slip Lanes
- Curb Ramps
- Signal Timing
- 2026 Construction Year



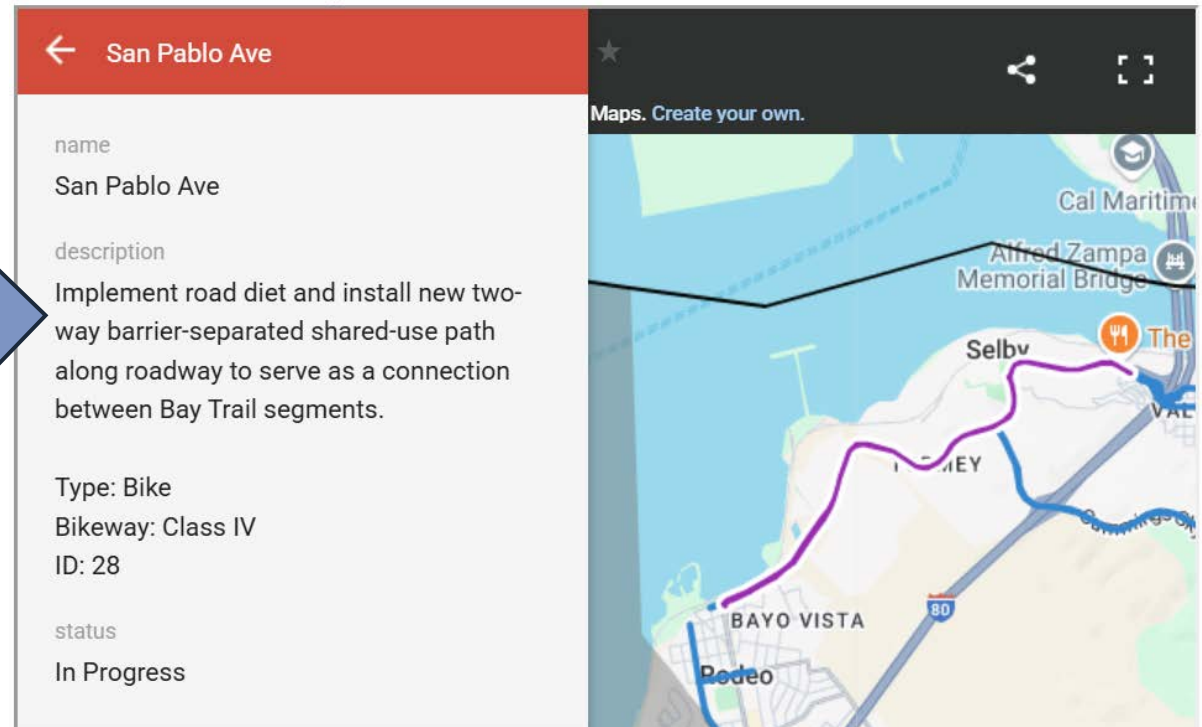
Active Transportation Plan



Interactive Webmap



Interactive Webmap





cchealth.org

Public Health Programs for Active Transportation

Emily Warming, MPH, MSW
Program Manager
CCH Building Healthy
Communities Program

Sustainability Committee Meeting
Contra Costa County
May 12, 2025

Injury Prevention and Active Transportation Promotion

Building Healthy Communities Program

works to prevent serious injuries
and deaths on roads and promote
active transportation

to improve community health in
Contra Costa County, with special
attention to those who are most
vulnerable.



Health and Active Transportation





CCH Safe Routes to School Programs

**West County Walk & Bike
Leaders for Clean Air**





Integrate Public Health Principles in Road Planning and Engineering



Collaborate with transportation planners and engineers to provide public health perspectives on community and road design.



Planning Integration Team for Community Health



CREATED IN 2007 TO
DISCUSS ISSUES AND
INITIATIVES RELATED
TO THE IMPACT OF
THE BUILT
ENVIRONMENT ON
PUBLIC HEALTH



MULTI-
DEPARTMENTAL
STAFF
COORDINATION



MEET SEVERY OTHER
MONTH



OPPORTUNITY TO
COORDINATE ON
GRANTS, PROJECTS,
PROGRAMS,
POLICIES, ETC.



SUBMITS AN ANNUAL
REPORT ON
PITCH ACTIVITIES TO
THE BOARD OF
SUPERVISORS

Participants:

- Public Works
 - Transportation
 - Engineering Services
 - Flood Control and Clean Water
 - Parks and Special Districts
- Conservation and Development
 - Transportation
 - Advance Planning
 - Sustainability
- Health
 - Community Wellness
 - Green Business



Strategies to Accelerate Our Work

- Continue to leverage General Fund dollars as matching funds for grants
- Connection with CRIPP and/or Active Transportation Plan
- Continued support from Board of Supervisors for better access for bicyclists and pedestrians

FEEDBACK AND DISCUSSION



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-1722

Agenda Date: 5/12/2025

Agenda #: 5.

SUSTAINABILITY COMMITTEE

Meeting Date: May 12, 2025

Subject: RECEIVE report from Contra Costa Transportation Authority on Active Transportation Goals and Programs

Submitted For: John Kopchik || Director | DCD

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Presenter(s): Danielle Elkins || Deputy Executive Director | CONTRA COSTA TRANSPORTATION AUTHORITY

Contact: Jody London | (925) 655-2815

Referral History:

In November 2024, the Board of Supervisors adopted the 2024 *Climate Action and Adaptation Plan (CAAP)*. The CAAP adopts goals and actions to make Contra Costa County a cleaner, healthier place to live and work.

The CAAP identifies the primary sources in Contra Costa County of pollution from greenhouse gas emissions. The main source that is within the County's control is emissions from the transportation sector, accounting for 47% of emissions. The CAAP sets goals for reducing emissions from the transportation sector including *Improve the viability of walking, biking, zero emission commuting, and using public transit for travel within, to, and from the county.*

Referral Update:

The Contra Costa Transportation Authority (CCTA) is Contra Costa's designated Congestion Management Agency, responsible for putting programs in place to keep traffic levels manageable. Among its responsibilities, CCTA provides funding to cities and towns to improve bicycle and pedestrian facilities and ensure safe, accessible transportation options. CCTA has the authority to coordinate across jurisdictional boundaries. The attached presentation provides more detail on CCTA's work to achieve its goals for safe walking and bicycling throughout the county.

Recommendation(s)/Next Step(s):

RECEIVE report from Contra Costa Transportation Authority on Active Transportation Goals and Programs.

Fiscal Impact (if any):

The County is actively seeking grants and other funds to support implementation of its active transportation goals. This report is informational and does not request any funds.



.....CONNECT CONTRA COSTA.....

Planning for Tomorrow's Transportation

Sustainability Committee
of the County Board of Supervisors

May 12, 2025



Blueprint for 2050 CTP

New state and regional policies tackle a changing climate and need for housing.

| SB 743 (2020) | AB 1279 (2022) | TOC Policy (2022) | AB 2553 (2024) |
|---|---|--|--|
| Vehicle miles traveled (VMT) is now the key tool to measure development and transportation impacts (instead of level of service). | State must reduce GHG emissions by at least 85% below 1990 levels by 2045. CARB’s new Scoping Plan for Achieving Carbon Neutrality (2022) lays out path to achieve targets for carbon neutrality. | MTC adopted the Transit-Oriented Communities (TOC) Policy, allowing a greater mix of housing and commercial densities near transit stations to support transit-oriented development. | The definition of high frequency transit is now 20-minute intervals. This change expands the applicability of laws that streamline housing development near major transit stops to additional areas. |

Blueprint for 2050 CTP

The Needs Assessment builds on recent plans



2023 Draft RTPCs

- West County Action Plan
- Tri-Valley Action Plan
- Lamorinda Action Plan
- East County Action Plan
- Central County Action Plan



Safety

- Countywide Vision Zero Action Plan (2021)
- Draft Countywide Safety Action Plan (ongoing)
- Contra Costa County Vision Zero Systemic Safety Analysis Report (2021)
- Contra Costa County Vision Zero Final Report (2022)



Active Transportation

- Accessible Transportation Strategic Plan
- Countywide Bicycle and Pedestrian Plan (2018)
- Active Transportation Plan (2022)
- Contra Costa Accessible Transportation Strategic Plan

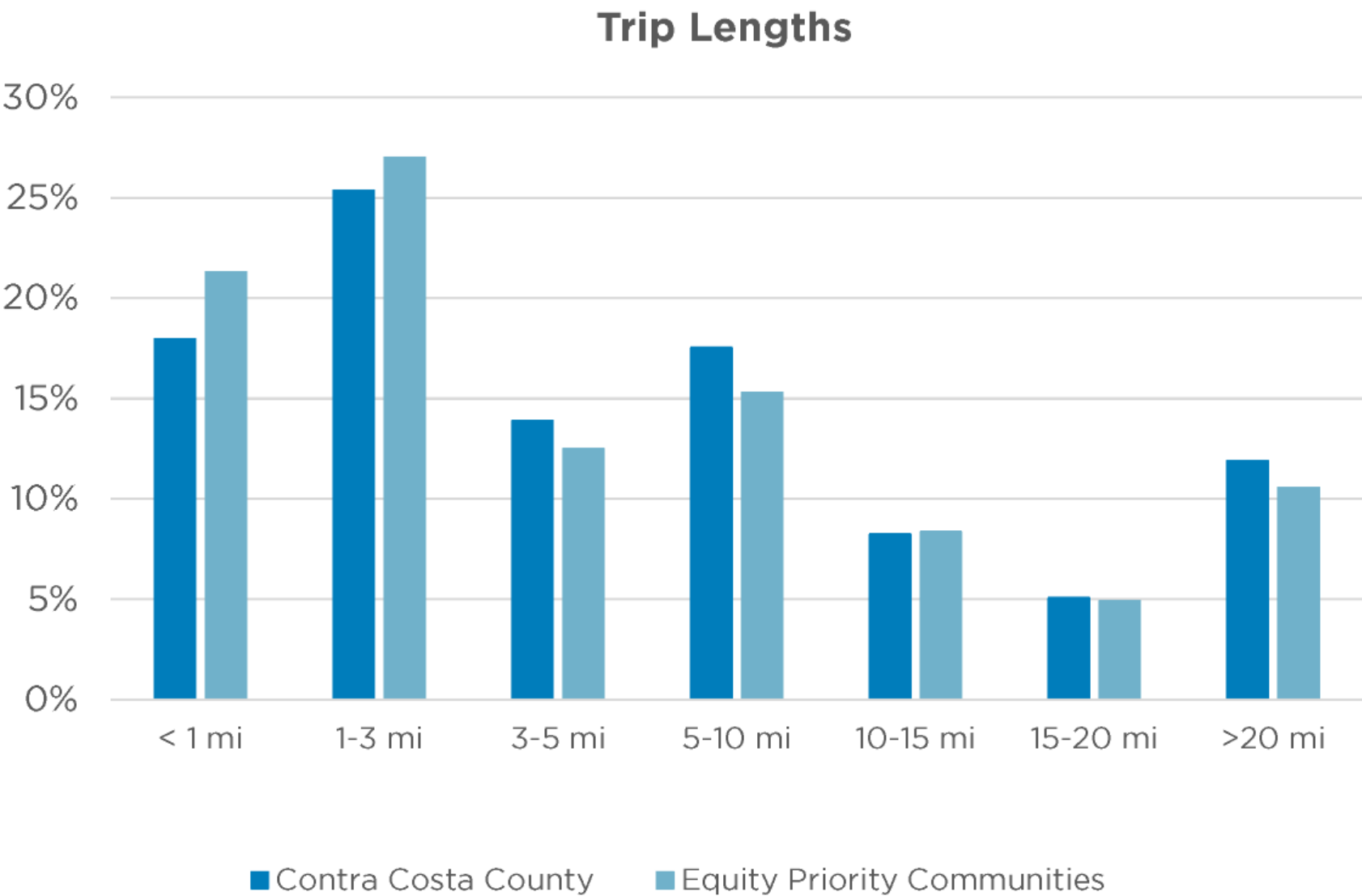


Transit

- Integrated Transit Plan, Draft Market and Service Assessment Memo (2023)
- North Concord to Antioch BART Access Study
- Central C-Line First Mile/Last Mile Connections Plan
- California State Rail Plan (2023)
- Capital Corridor New Carquinez Crossing Study (2024)
- AC Transit Realign (2024)
- MTC Transit 2050+ Study (ongoing)
- Link 21 (ongoing)
- WETA Business Plan (ongoing)

Short to medium trips make up the majority of travel activity in Contra Costa

- Over 40% of daily trips in Contra Costa County are less than 3 miles long.
 - These trips are the most likely to be attractive for walking or biking if safe
- Over 30% of daily trips are 3-10 miles long
 - These trips can be attractive for bikes or transit, if safe and fast



Source: Replica, Fall 2023

Non-works trips are highly local in nature

- Over 85% of all non-work trips in the County stay within the RTPC
- The largest destination of non-work trips outside the County for West County and Lamorinda residents is Northern Alameda County, which is closer in proximity to those RTPCs than other areas within the County.

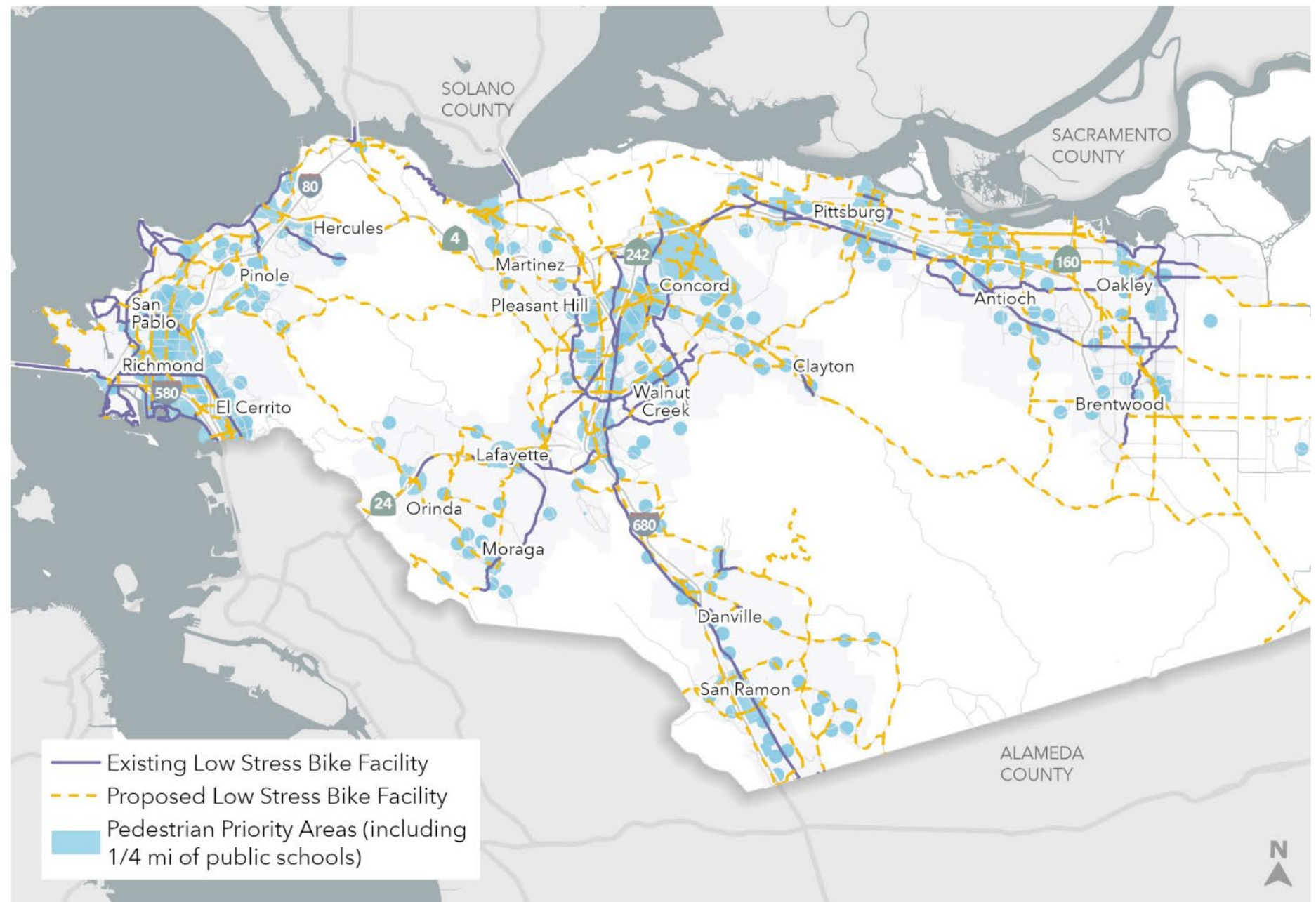
| RTPC Origin | Intra-county Destinations | | | | | Other Bay Area Destinations | |
|----------------|---------------------------|----------------|-----------|------------|-------------|-----------------------------|-------|
| | West County | Central County | Lamorinda | Tri-Valley | East County | Northern Alameda County | Other |
| West County | 81% | 3% | 1% | 0% | 1% | 8% | 6% |
| Central County | 2% | 78% | 3% | 3% | 10% | 1% | 3% |
| Lamorinda | 2% | 19% | 64% | 2% | 2% | 7% | 4% |
| Tri-Valley | 1% | 8% | 1% | 76% | 2% | 1% | 11% |
| East County | 1% | 8% | 0% | 0% | 87% | 1% | 3% |

Source: Replica Data, Spring 2023. Non-work trips taken by Contra Costa residents between 9:00 AM and 4:00 PM.

Note: Destinations outside the Bay Area represent less than 2% of travel for each RTPC

The bicycle network is not in place to facilitate short and medium trips in many areas

- The Backbone Bicycle Network includes **678 miles** of low street bicycle facilities.
- About a **quarter of the network has been developed**, with 506 miles of proposed facilities to be constructed or upgraded to low stress.
- The proposed facilities would cover areas identifies as Pedestrian Priorities, including zones within $\frac{1}{4}$ mile distance of public schools.



Bicyclist and pedestrians are exposed to high rates of serious (KSI) collisions disincentivizing travel by these modes

- 328 pedestrian KSI*
- 197 bicycle KSI*
- EPCs are disproportionately burdened with collisions

Total KSI per 1,000 residents

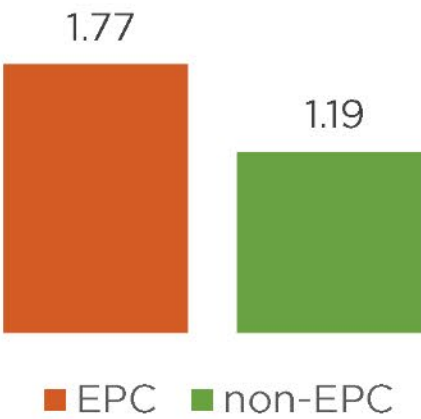
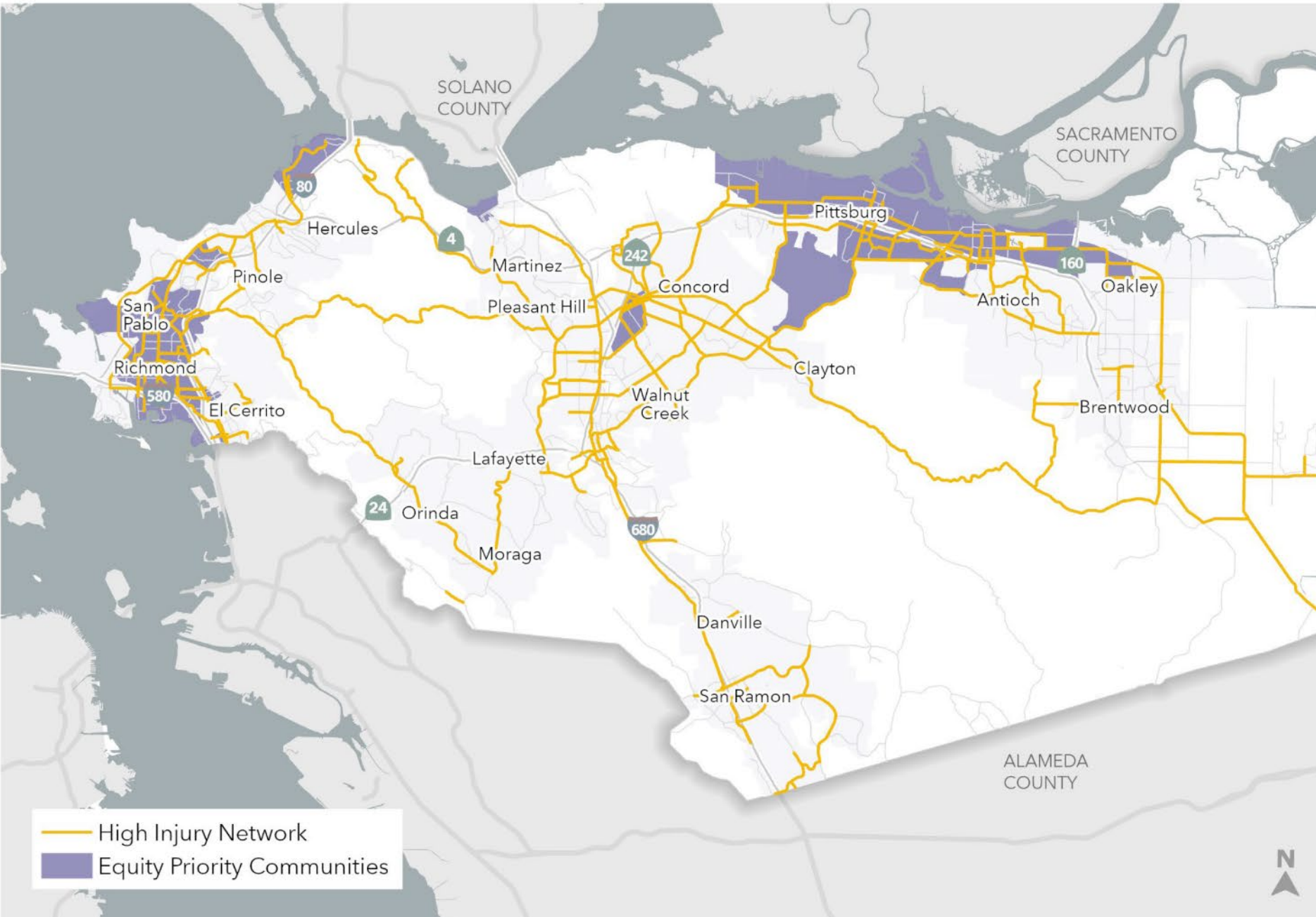
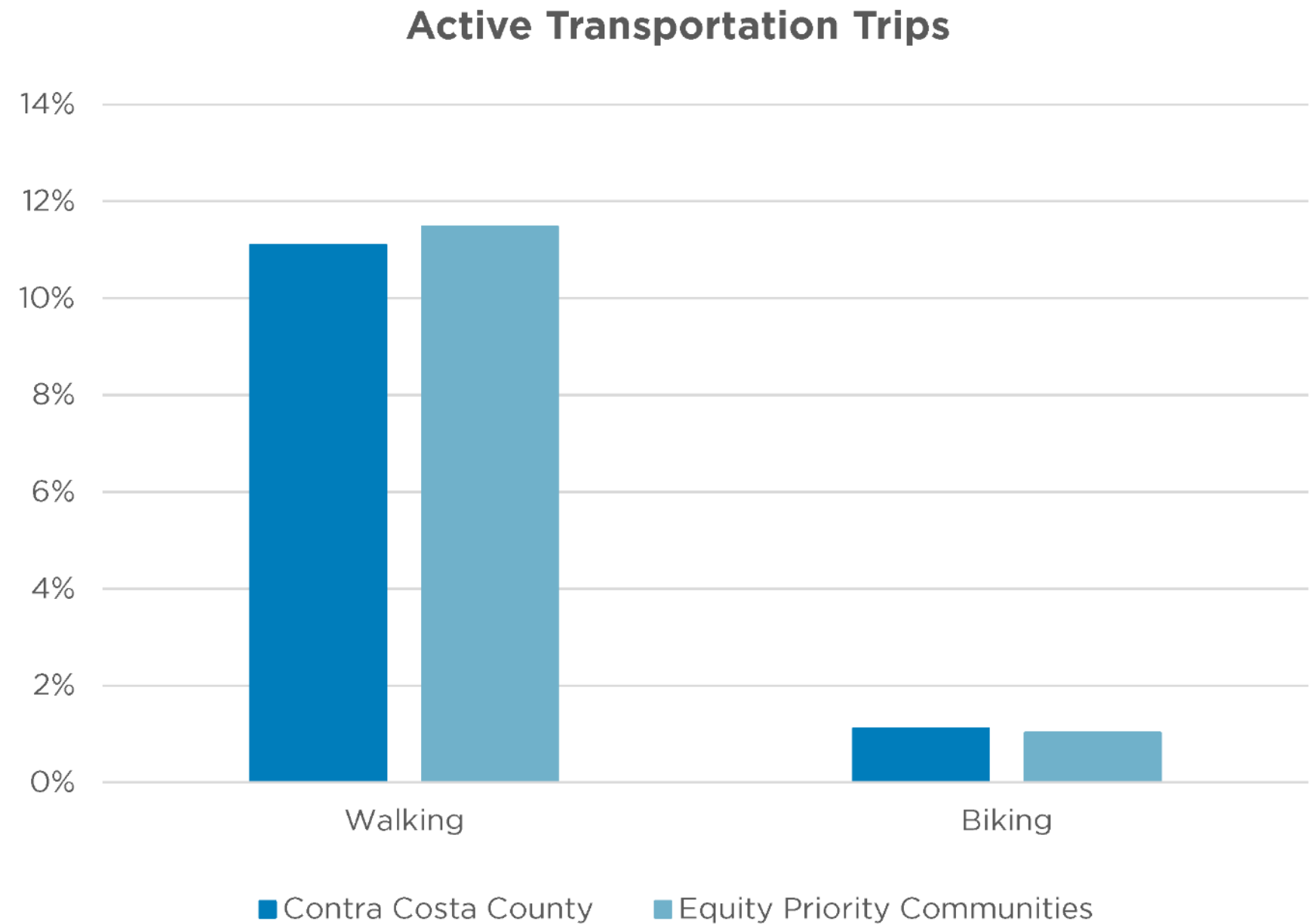


Chart source: Based on TIMS 2018-2023 collision data. Note that 2023 is provisional.

Map source: CCTA HIN (based on 2008-2017 collision data)



- Walking makes up 11% of trips and biking makes up 1% of trips beginning in the County.
- While EPCs have a greater proportion of shorter trips compared to the County, the share of active transportation trips remains similar overall.



Source: Replica, Fall 2023

Needs

- Eliminate Killed and Severely Injured type collisions in the county
- Expand the range of high-quality transportation options available for short and medium trips with a focus on Pedestrian Priority areas
- Invest in placemaking to encourage circulation and access via bicycle and pedestrian modes
- Expand the range of destinations accessible via bicycle and pedestrian trips by supporting mixing land uses
- Reduce barriers for accessing transit, crossing freeways, and traveling along routes of regional significance.

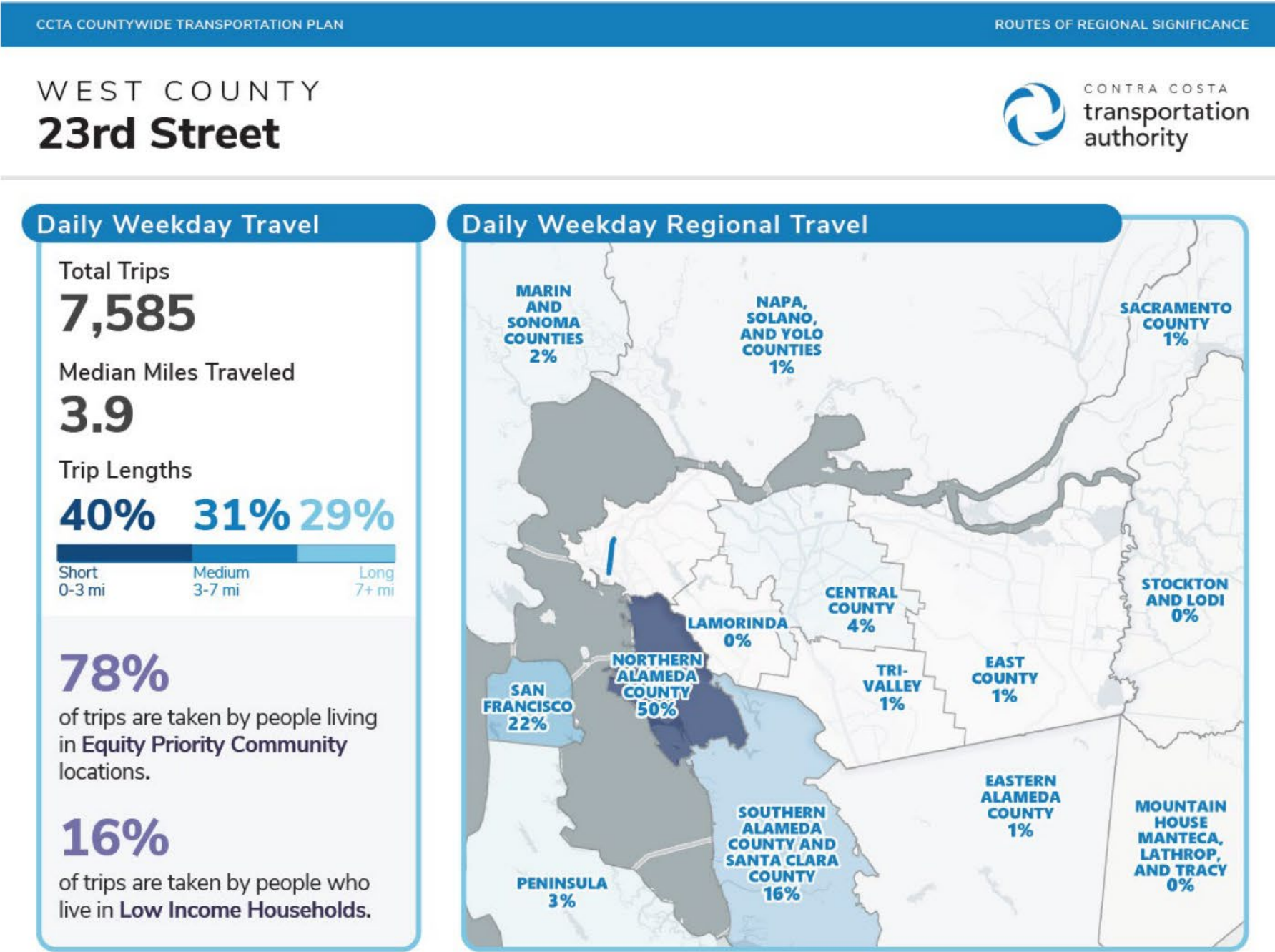
Opportunities

- Implementing the **Vision Zero Safety Action Plan** to address unmet needs that achieve CCTA's Transportation Safety Policy targets.
- Advancing **Safe Routes to Schools** programs to improve safety and promote active transportation.
- Build out **the regional active transportation network**, focusing on backbone network of bikeways and trails, and places of regional significance, to improve connectivity and access.
- Utilize the **CCTA Countywide Toolbox for Designing Safer Travel** and a policy framework to focus on designing streets for placemaking.

... and a few serve mostly short and medium trips

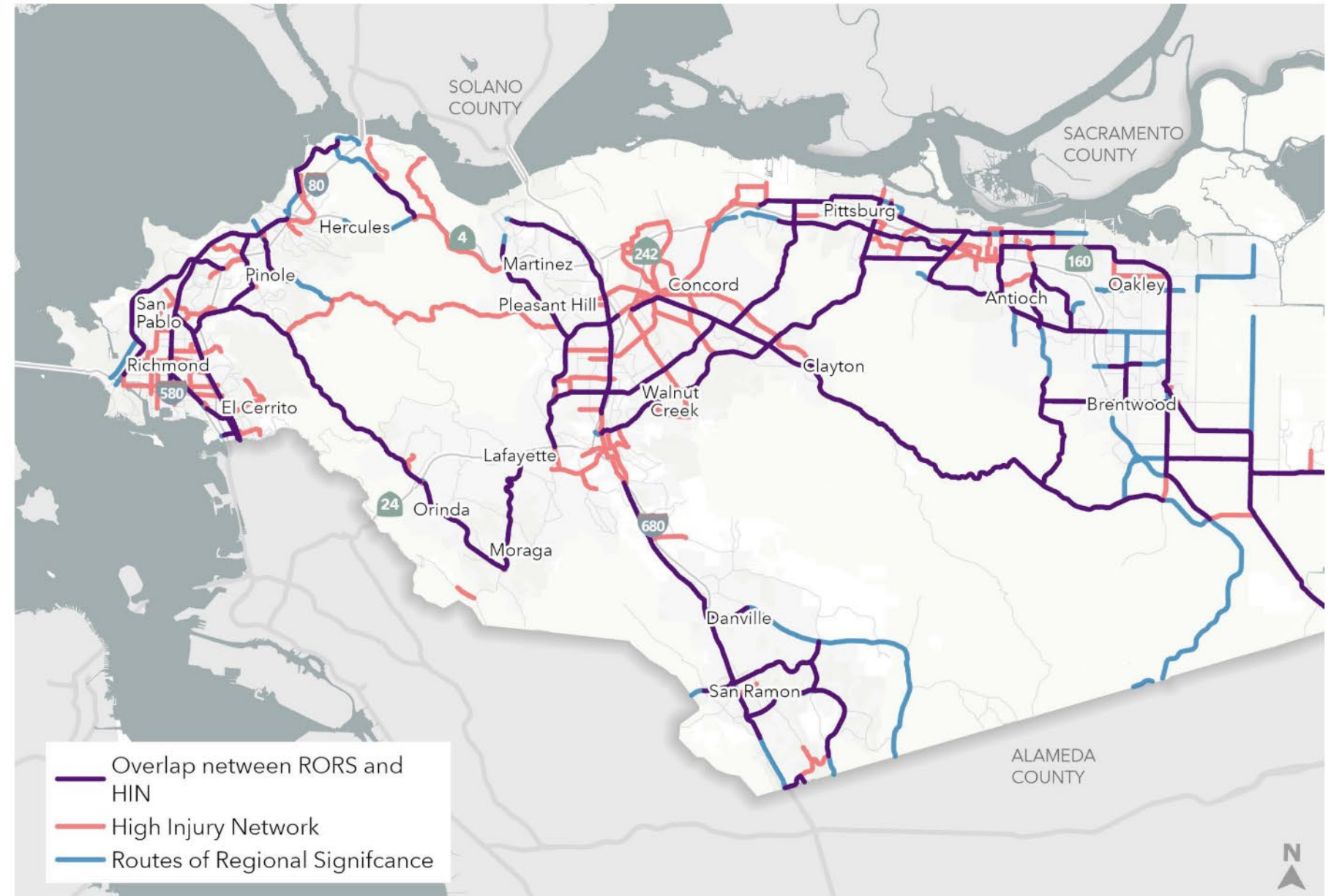
- These facilities represent strong opportunities for multimodal corridor improvements that can make biking, walking and transit preferred modes of travel

Source: Replica, Fall 2023



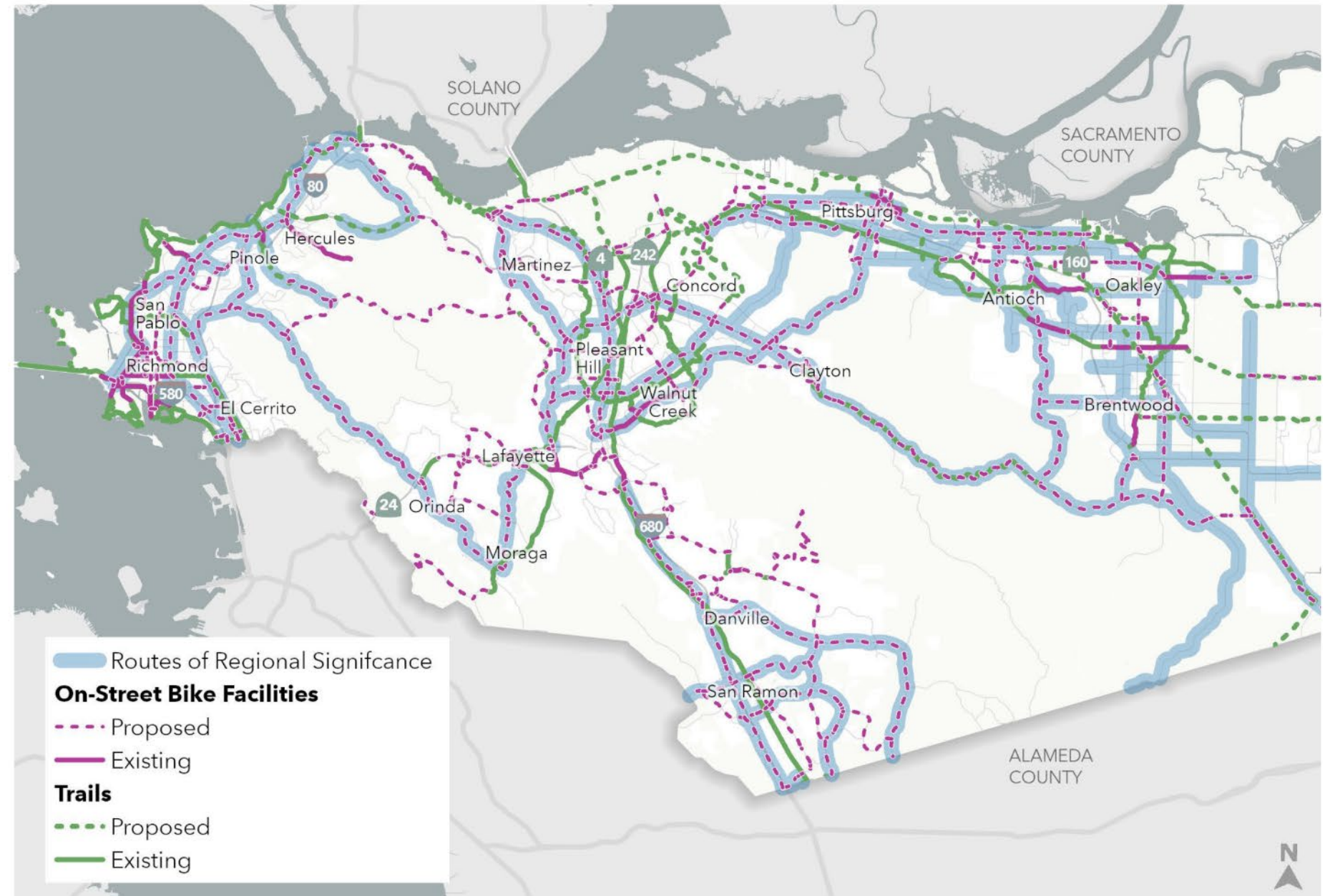
Converting trips to non-auto modes requires improving safety on RORS

- 60% of the High Injury Network (HIN) overlaps with the RORS
- Bicyclists and pedestrians are the most likely to be severely injured or killed



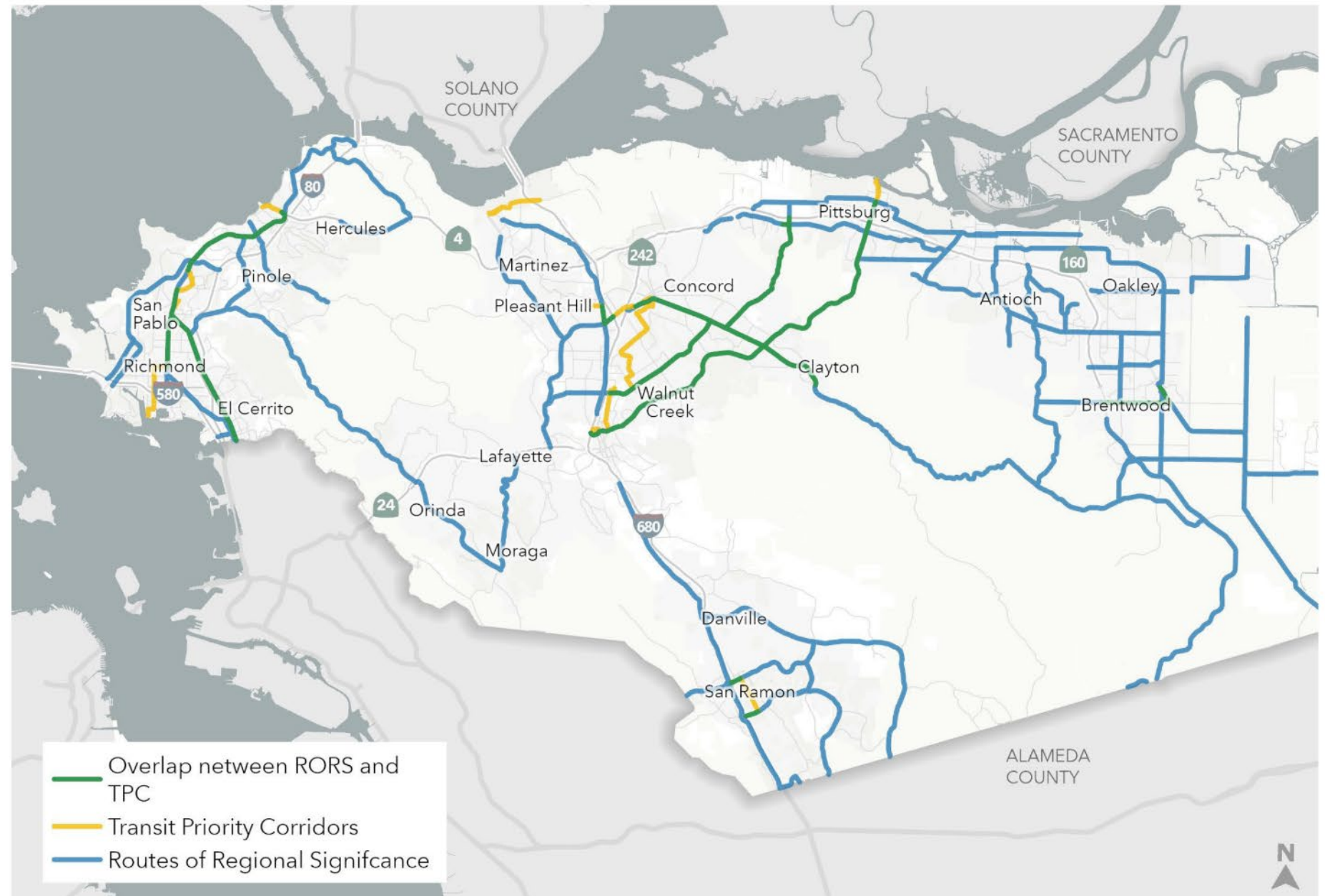
Increasing bike mode share requires building out the network to make trips convenient and connected

- 50% of the On-Street Bike Network overlaps with the RORS
- Some of these arterials are planned to serve as connectors for bike trips between different subregions of the Contra Costa



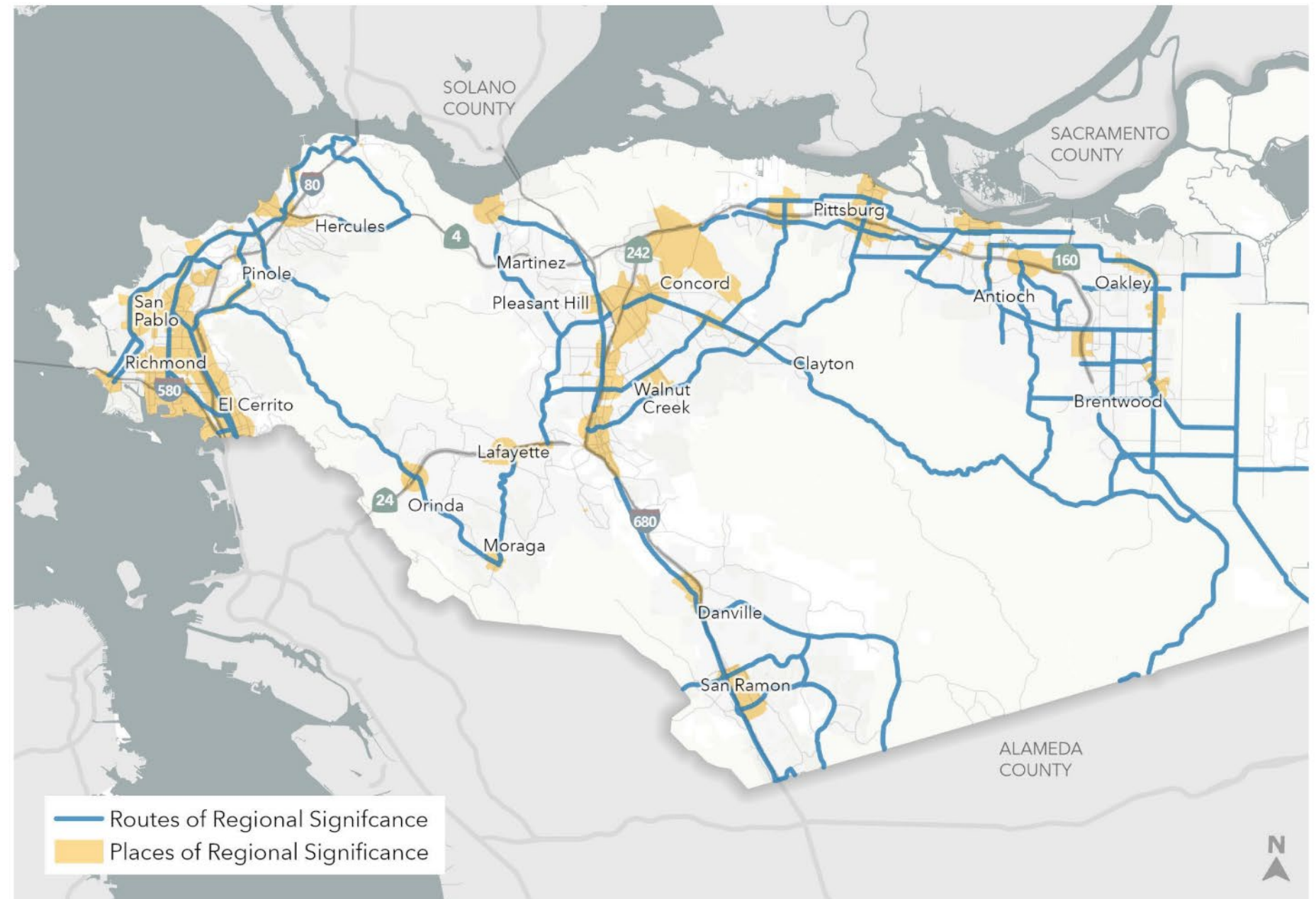
To create transit mode shift travel time, reliability and efficiency need to be improved

- 73% the Transit Priority Corridors (TPCs) defined by the ITP are in RORS, with the exception of those covering city centers such as Richmond and Walnut Creek
- Transit is generally exposed to high levels of traffic congestion and receives limited or no priority in operations



Making RORs safer and more convenient for biking and walking supports placemaking in development priority areas

- Many segments of RORs are located within downtowns and other Places of Regional Significance, shaping their urban character
- These segments need to support placemaking to encourage walking and biking, while also supporting economic development



Needs

- Address safety challenges on RORS to make biking and walking attractive options for travel
- Prioritize transit and active transportation on RORS to support the development of the planned networks and use of these modes
- Balance local and regional travel needs on RORS through multimodal planning and design
- Clarify modal priorities on RORs to shape future improvements to these facilities
- Establish placemaking design expectations for RORS according to their local development context

Opportunities

- Progressing the **Countywide Smart Signals** project will improve congestion on major arterials.
- RORS **complete streets projects** can better serve local travel as well as a wider range of trips and modes.
- Implementing a **context-sensitive approach** to re-designing some RORS, by differentiating streets that are meant to **move people** and goods, and those that are **places for people** to live, work, and enjoy.



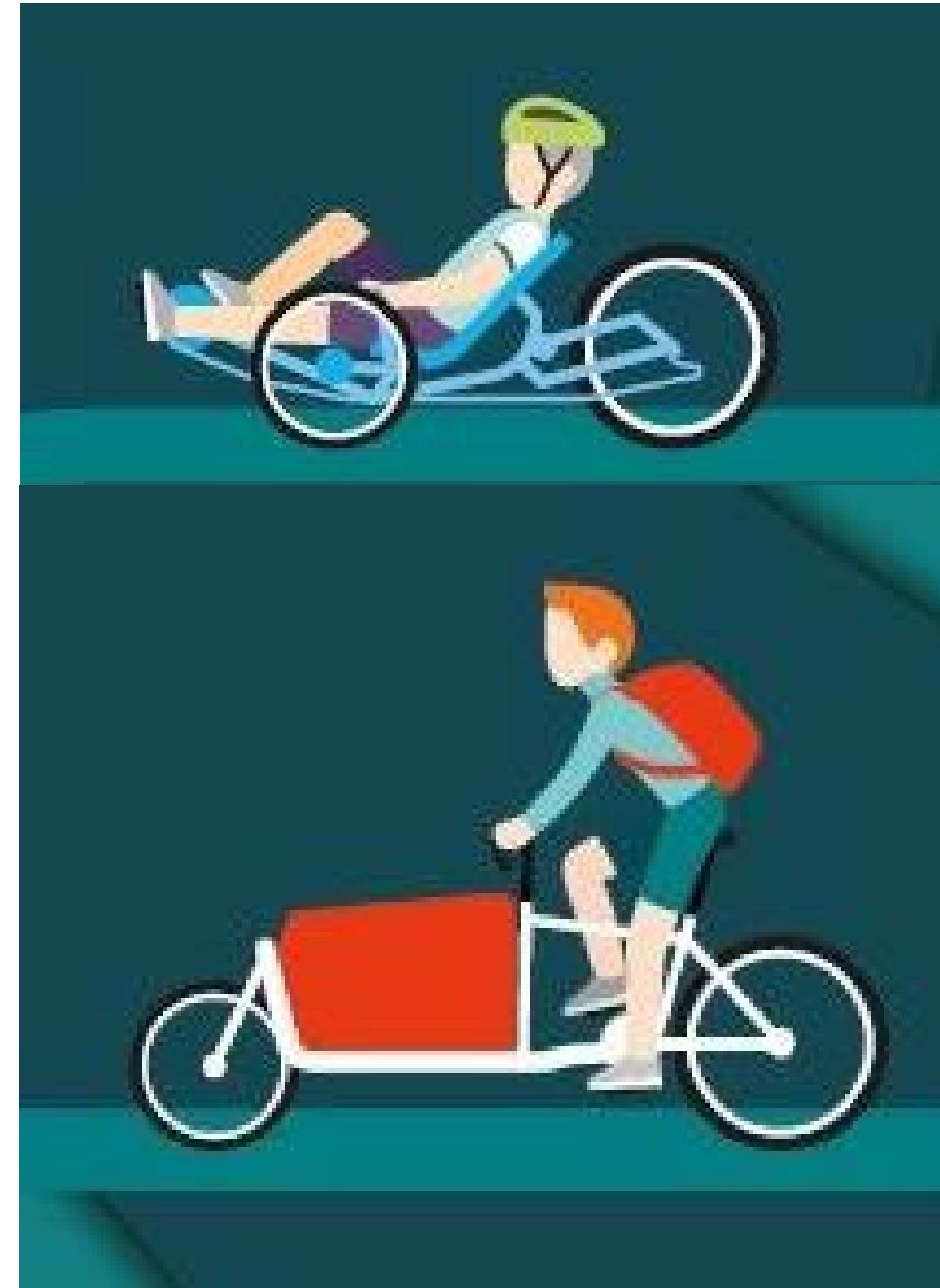
Goals: CBPP

1. Encourage more people to walk and bicycle
2. Increase safety & security for pedestrians and bicyclists
3. Create a safe, connected, and comfortable network of bikeways and walkways for all ages and abilities
4. Increase the **livability** and attractiveness of communities & districts
5. **Equitably** serve all communities while ensuring that public investments are focused on projects with the greatest benefits



Objectives: CBPP

1. Increase the **share (%) of trips** made by walking and bicycling
2. Reduce the **rate of** pedestrian & bicycle fatalities and **injuries** per capita
3. Increase the number of **miles of low-stress** bikeways
4. Increase the number of jurisdictions with bicycle, pedestrian, or **active transportation plans**
5. Integrate **Complete Street principles** and best practices into CCTA **funding and design guidance**



Four Types of Bicyclists

<1%

7%

60%

33%

STRONG AND FEARLESS



ENTHUSED AND CONFIDENT



INTERESTED BUT CONCERNED



NO WAY NO HOW



Level of Comfort / Traffic Stress

LTS 1

Physically separated from traffic or low-volume, low speed traffic
Comfortable for children

LTS 2

Bike lanes 5.5 feet wide or more, next-to 30 MPH vehicle traffic
Comfortable for most adults

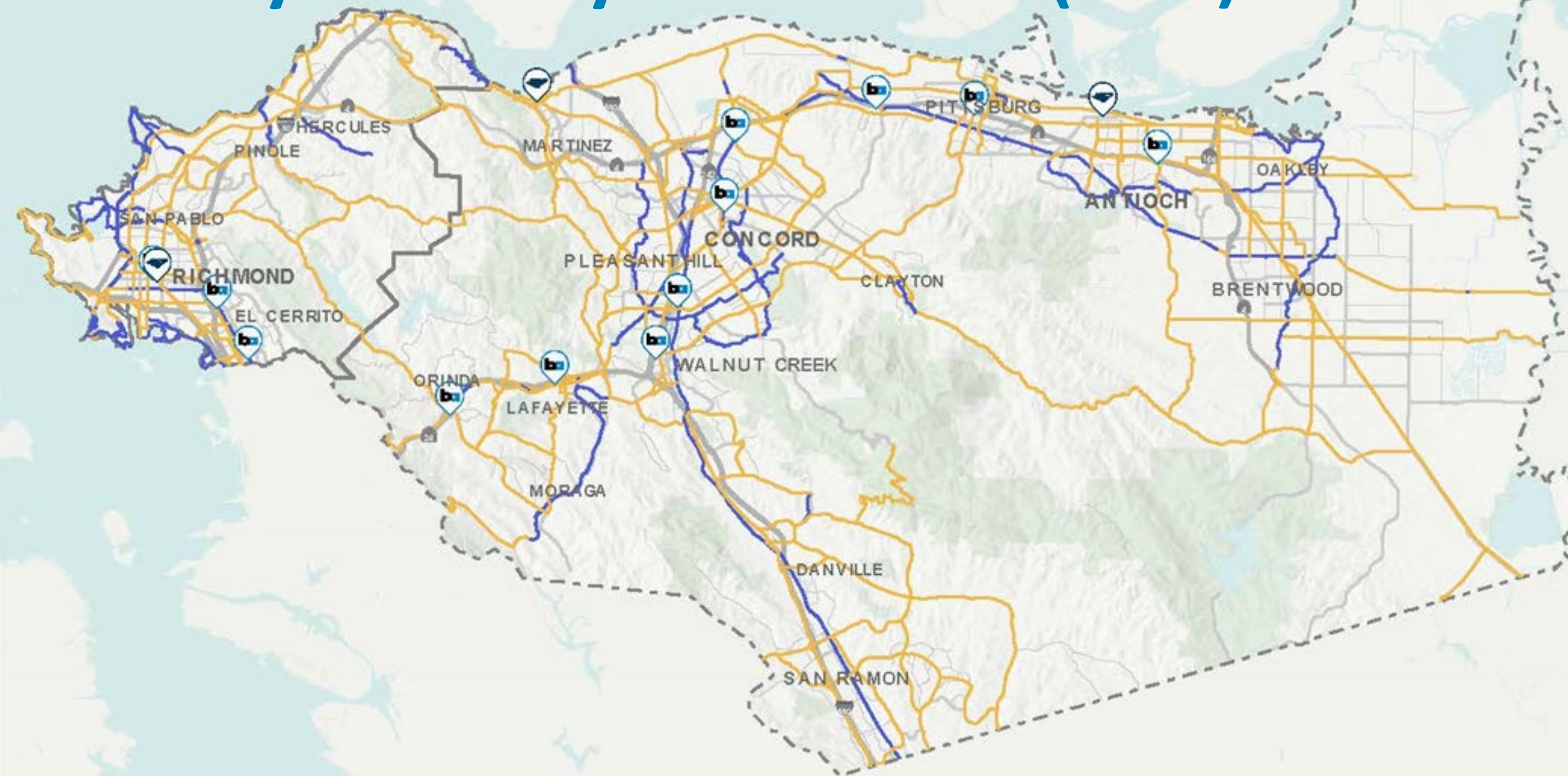
LTS 3

Bicycle lanes next-to 35 MPH vehicle traffic
Comfortable for (2018) some current U.S. riders

LTS 4

No dedicated bicycle facilities and higher speeds
Comfortable for only “strong and fearless” riders

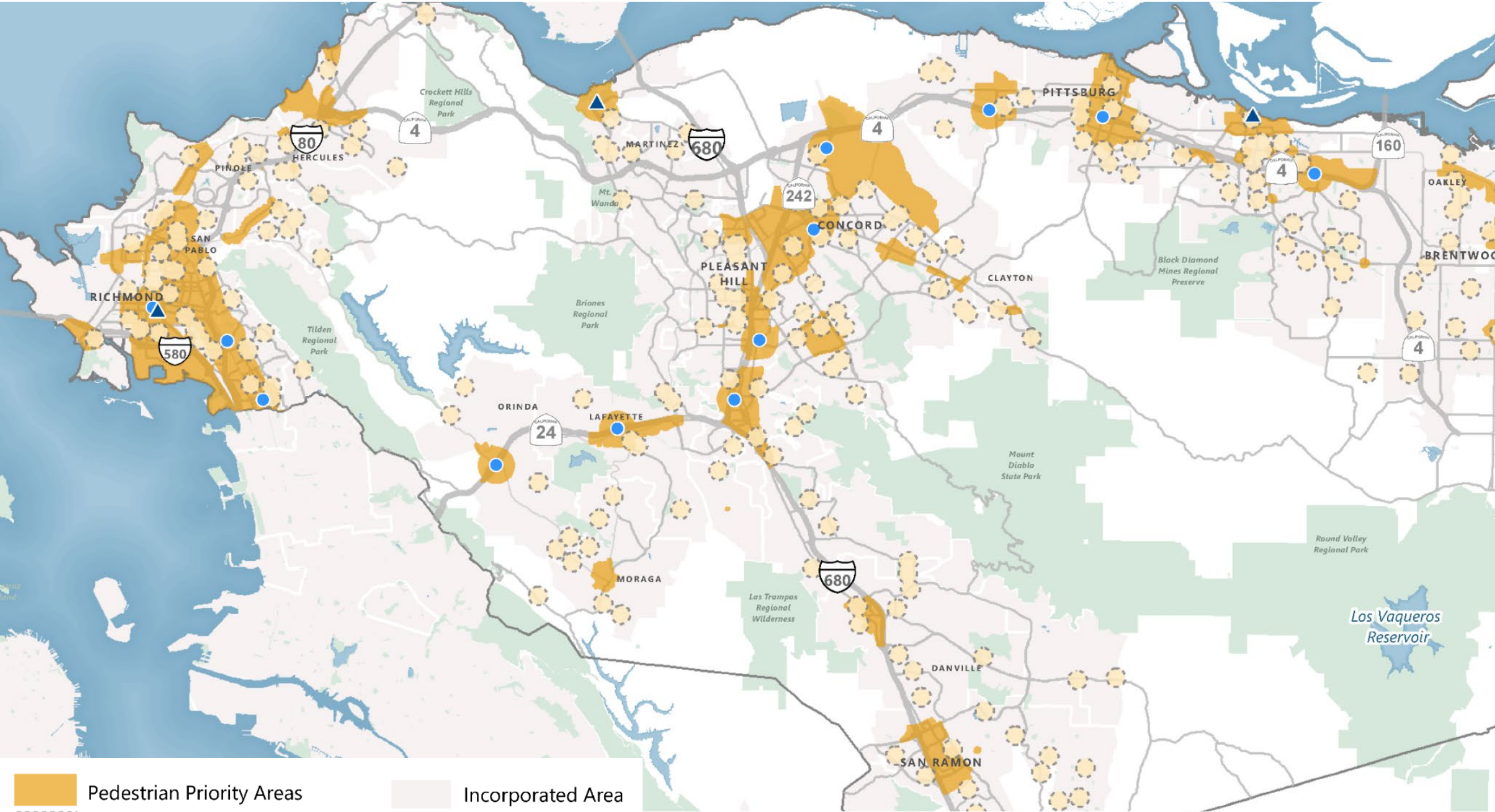
Countywide Bicycle Network (CBN)



- Existing Low-Stress Bikeway
- Proposed Low-Stress Bikeway

2018-adopted CCTA Countywide Bicycle and Pedestrian Plan identifies CBN to represent regionally significant facilities, envisioned to consist of only low-stress (LTS 1 or LTS 2) facilities, when fully implemented – to create a regional “backbone” network.

Pedestrian Priority Areas (PPAs)



- Pedestrian Priority Areas
- Within 1/4 mile of Public Schools
- Incorporated Area
- Amtrak Station
- BART Station

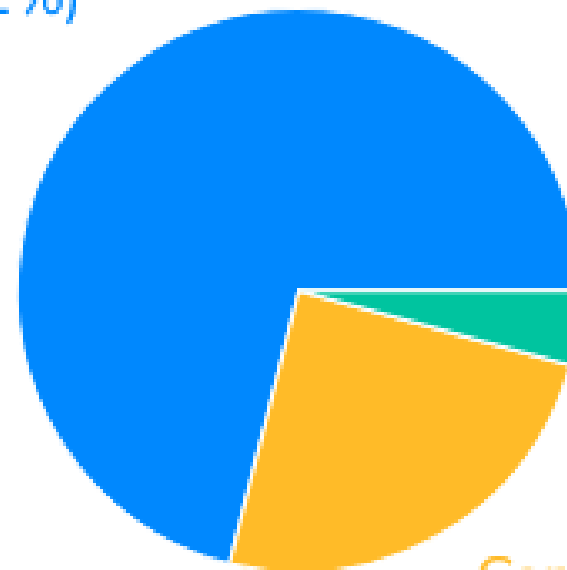
PPAs include areas within walking distance of schools, major transit stops & locations with the highest concentrations of pedestrian collisions.

CBPP Dashboards & Mapping Webpage Update



Project Status Distribution

Proposed (72%)



Construction (3%)

Completed (25%)

■ Proposed ■ Completed ■ Construction

Status Summary

| | |
|----------------|--------------------|
| ● Proposed | 449 projects (72%) |
| ● Completed | 156 projects (25%) |
| ● Construction | 27 projects (3%) |

CBPP Dashboards & Mapping Webpage Update

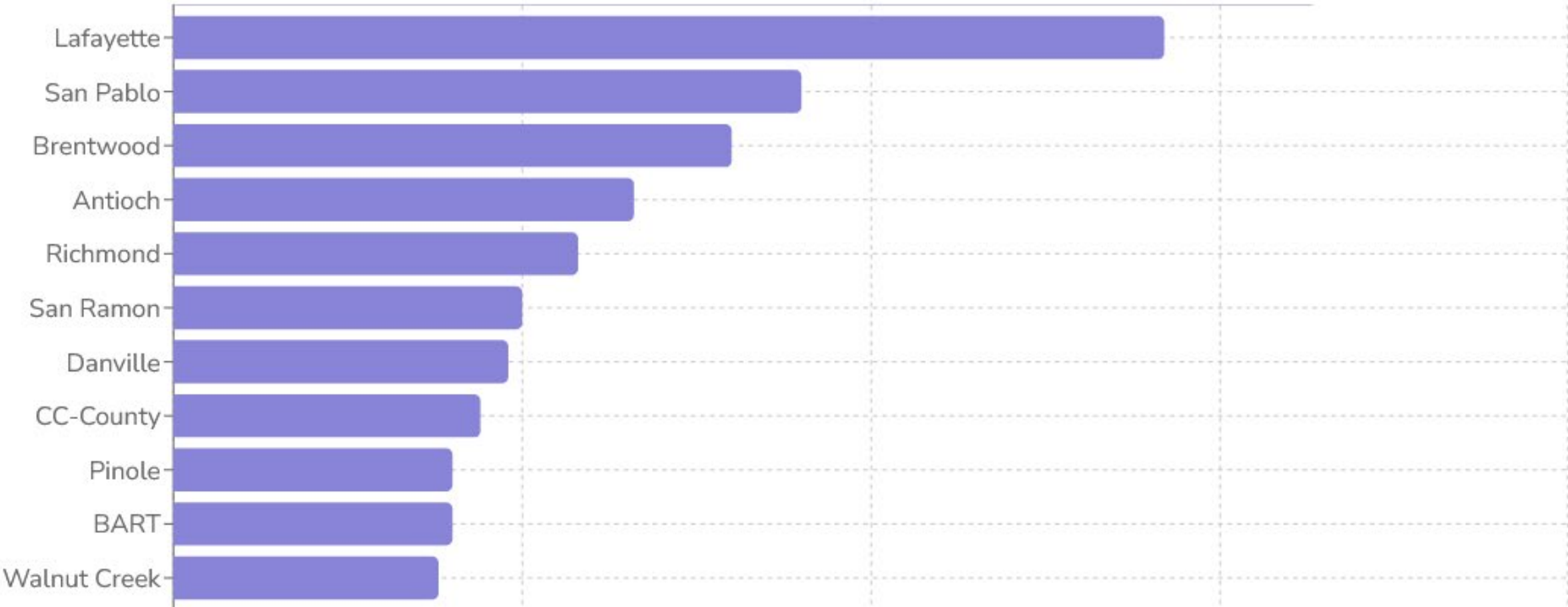


Detailed Statistics

By Project Sponsor By Region

Project Completion by Sponsor
Completion rates across all 34 project sponsors

Sort by: Completion Rate



CBPP Dashboards & Mapping Webpage Update



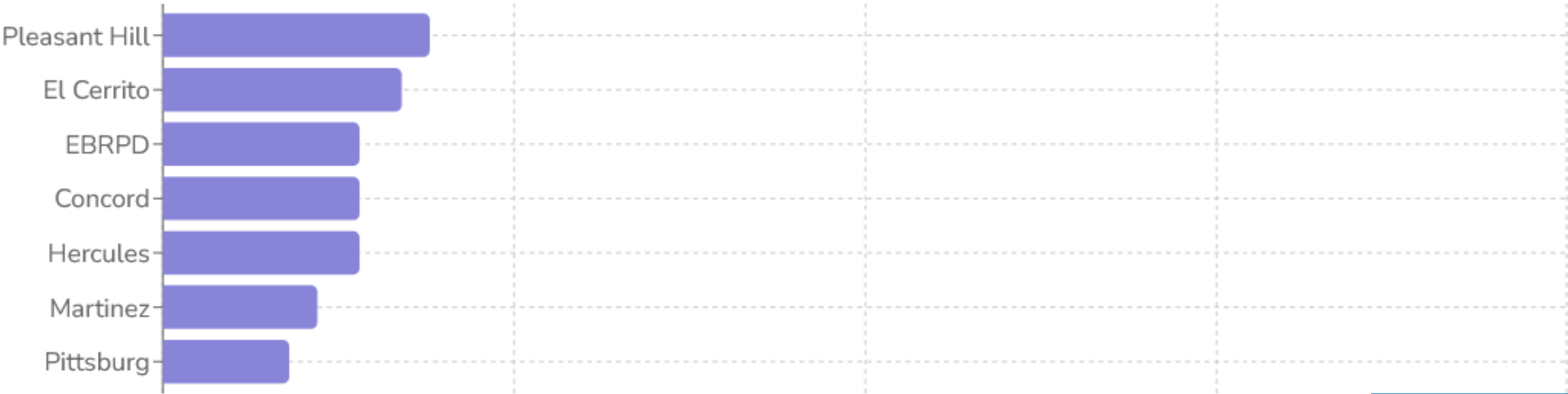
Detailed Statistics

By Project Sponsor

By Region

Project Completion by Sponsor
Completion rates across all 34 project sponsors

Sort by: Completion Rate ▾



CBPP Dashboards & Mapping Webpage Update



All Project Sponsors
Detailed completion rates for all 34 sponsors

Sort by: Project Count

| Sponsor | Projects | Completed | Rate | Status Breakdown |
|--------------|----------|-----------|------|---|
| CC-County | 273 | 60 | 22% | <div><div></div><div></div><div></div><div></div></div> |
| Walnut Creek | 42 | 8 | 19% | <div><div></div><div></div><div></div><div></div></div> |
| Lafayette | 41 | 29 | 71% | <div><div></div><div></div><div></div><div></div></div> |
| Richmond | 41 | 12 | 29% | <div><div></div><div></div><div></div><div></div></div> |
| EBRPD | 29 | 4 | 14% | <div><div></div><div></div><div></div><div></div></div> |
| Pittsburg | 23 | 2 | 9% | <div><div></div><div></div><div></div><div></div></div> |
| Concord | 21 | 3 | 14% | <div><div></div><div></div><div></div><div></div></div> |

CBPP Dashboards & Mapping Webpage Update



All Project Sponsors

Detailed completion rates for all 34 sponsors

| | Projects | Completed | Rate | Sort by: Completion Rate ▾ |
|-----------|----------|-----------|------|---|
| Orinda | 11 | 9 | 82% | <div><div></div><div></div><div></div><div></div></div> |
| Lafayette | 41 | 29 | 71% | <div><div></div><div></div><div></div><div></div></div> |
| San Pablo | 11 | 5 | 45% | <div><div></div><div></div><div></div><div></div></div> |
| Brentwood | 5 | 2 | 40% | <div><div></div><div></div><div></div><div></div></div> |
| Antioch | 6 | 2 | 33% | <div><div></div><div></div><div></div><div></div></div> |
| Richmond | 41 | 12 | 29% | <div><div></div><div></div><div></div><div></div></div> |
| San Ramon | 8 | 2 | 25% | <div><div></div><div></div><div></div><div></div></div> |
| Danville | 17 | 4 | 24% | <div><div></div><div></div><div></div><div></div></div> |
| CC-County | 273 | 60 | 22% | <div><div></div><div></div><div></div><div></div></div> |



CC-County

273 total projects

Completion Rate: 22%

| | |
|---|-----------|
| • Proposed | 210 (77%) |
| • Fully Funded / Program Implementation Ongoing | 1 (0%) |
| • Completed | 60 (22%) |
| • Fully Funded through Construction | 2 (1%) |

Walnut Creek

42 total projects

Completion Rate: 19%

| | |
|---|----------|
| • Completed | 8 (19%) |
| • Not Started | 3 (7%) |
| • Partially Funded | 1 (2%) |
| • Proposed | 27 (64%) |
| • Fully Funded | 1 (2%) |
| • Planning | 1 (2%) |
| • Interim Improvements done with striping | 1 (2%) |

Lafayette

41 total projects

Completion Rate: 71%

| | |
|---------------|----------|
| • Completed | 29 (71%) |
| • Design | 2 (5%) |
| • Not Started | 1 (2%) |
| • Planning | 5 (12%) |
| • Proposed | 4 (10%) |

Richmond

41 total projects

Completion Rate: 29%

| | |
|--|----------|
| • Proposed | 17 (41%) |
| • Completed | 12 (29%) |
| • Design | 1 (2%) |
| • Planning | 5 (12%) |
| • Preliminary Engineering / Environmental Review | 2 (5%) |
| • Construction | 2 (5%) |
| • Not Started | 2 (5%) |

EBRPD

29 total projects

Completion Rate: 14%

| | |
|-------------------------------------|---------|
| • Design | 2 (7%) |
| • Preliminary Design | 1 (3%) |
| • Construction | 4 (14%) |
| • Not Started | 4 (14%) |
| • Completed | 4 (14%) |
| • Proposed | 5 (17%) |
| • Planning | 8 (28%) |
| • Design Complete; Pursuing Funding | 1 (3%) |

Pittsburg

23 total projects

Completion Rate: 9%

| | |
|--|----------|
| • Fully Funded/Programmed through Construction | 1 (4%) |
| • Completed | 2 (9%) |
| • Design | 1 (4%) |
| • Construction | 3 (13%) |
| • Proposed | 10 (43%) |
| • Preliminary Design | 6 (26%) |

SF Bay Trail, Ridge Trail, and Connector Trails Miles

| County | Built and Proposed Bay Trail (miles) | Percent of Bay Trail Completed |
|-----------------------|--------------------------------------|--------------------------------|
| Alameda | 159 | 69% |
| Contra Costa | 82 | 65% |
| Marin | 84 | 51% |
| Napa | 28 | 64% |
| San Francisco | 32 | 53% |
| San Mateo | 69 | 75% |
| Santa Clara | 52 | 75% |
| Solano | 31 | 45% |
| Sonoma | 27 | 37% |
| Bay Area Total | 564 | 58.4 |

Happening Now

CTP Update for 2050

- CTP Needs Assessment, Blueprint & Business Plan

- Vision Zero Policy: Safe Systems Approach – Implementation (Locals)

- Countywide Comprehensive Transportation Safety Action Plan (CCTSAP)

- CBPP Progress Reporting Dashboard & Vision Zero Mapping

Community-Based Transportation Plan (CBTP)

EV Readiness Blueprint/Plan Mapping Tool update (EV charger siting)

Transit Priority Policy on Roadways (MTC)

Feasibility Study: I-680 & SR-4 Crossing / IHT & CCCanal Trail Connection

SS4A FY2024 Planning & Demonstration Grant (6 cities)

Integrated Transit Plan (ITP)

Shared Mobility Hubs (SMH)

Next Steps

- » **Refine CTP Vision and Goal statements; performance metrics**
- » **Countywide Emergency Evacuation Transportation Study**
- » **Coordinate with Local Agencies for Implementation**
 - Countywide Smart Signals Project
 - Countywide Pedestrian Needs Assessment
 - Vision Zero planning & scoping with a Safe Systems Approach
 - Countywide Bicycle & Pedestrian Plan
- » **TLC Program Guidelines & PBTF Program Guidelines**
 - Encourage jurisdictions with a locally adopted Vision Zero Policy
- » **Countywide Micromobility Regulatory Streamlining**
- » **Obtain updated projects from jurisdictions**

Connecting our communities through innovative mobility for all



CONTRA COSTA
transportation
authority



Safe Travel for All



CONTRA COSTA
transportation
authority

Thank you



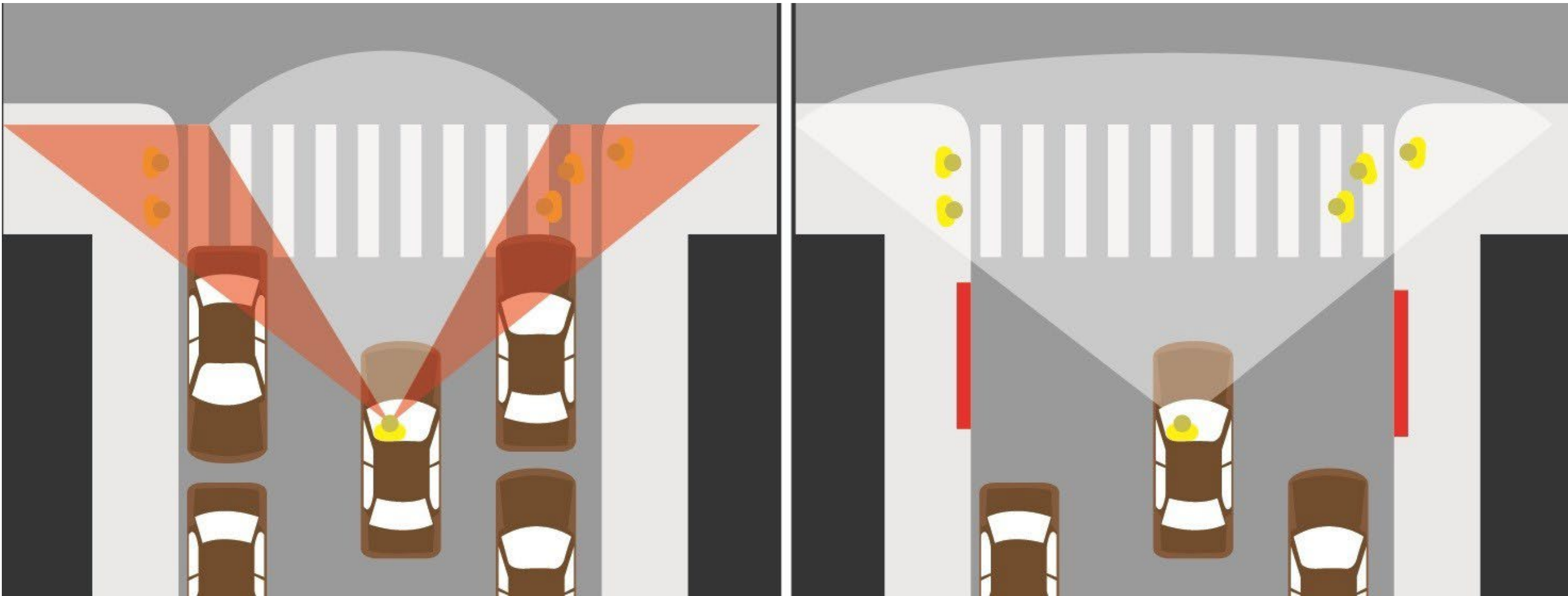
.....CONNECT CONTRA COSTA.....

Backup Slides

The Safe System Approach



'Daylighting' Policy & Projects



Source: SFMTA

Improve Visibility/Sightlines at Intersections

Funding Resources



| Funding Source | Administrator | Timeframe | Class I Bicycle Path | Class II Bicycle Lane | Class III Bicycle Route | Class IV Protected Bikeways | Pedestrian Project | Other Project | Planning and Programs |
|--|--|-----------|----------------------|-----------------------|-------------------------|-----------------------------|--------------------|---------------|-----------------------|
| Congestion Mitigation and Air Quality Improvements Program (CMAQ) | FHWA | Annual | ● | ● | ● | ● | ● | ● | ● |
| Surface Transportation Block Grant (STBG) | FHWA | Annual | ● | ● | ● | ● | ● | ● | ● |
| Highway Safety Improvement Program (HSIP) Grants | FHWA | Biennial | ● | ● | ● | ● | ● | ● | ○ |
| Caltrans Transportation Planning Grants | Caltrans | Annual | ○ | ○ | ○ | ○ | ○ | ○ | ● |
| Local Transportation Fund (LTF) | Caltrans | Annual | ● | ● | ● | ● | ● | ● | ○ |
| California State Parks Recreational Trails Program (RTP) | FHWA/CA DPR | Annual | ● | ○ | ○ | ○ | ○ | ○ | ○ |
| Land and Water Conservation Fund (LWCP) | US NPS/CA DPR | Biennial | ● | ○ | ○ | ○ | ○ | ○ | ○ |
| Active Transportation Program (ATP) | Division of Local Assistance, Office of State Programs | Biennial | ● | ● | ● | ● | ● | ● | ● |
| Transportation Development Act (TDA) | Caltrans | Annual | ● | ● | ● | ● | ● | ● | ● |
| Affordable Housing and Sustainable Communities Program (AHSC) | SGC | Annual | ● | ● | ● | ● | ● | ● | ● |
| California Office of Traffic Safety Pedestrian and Bicycle Safety Grants | OTS | Annual | ○ | ○ | ○ | ○ | ○ | ○ | ● |
| East Bay Regional Park District (EBRPD) Measure WW | EBRPD | - | ● | ● | ● | ● | ● | ○ | ○ |
| Metropolitan Transportation Commission (MTC) One Bay Area Grants (OBAG) | MTC | 5 year | ● | ● | ● | ● | ● | ● | ● |

Notes:



Indicates that funds may be used for this category,



indicates that funds may not be used for this category, and



indicates that funds may be used, though restrictions apply.

How do we pay for it?

Funding Resources



| Funding Source | Administrator | Timeframe | Class I Bicycle Path | Class II Bicycle Lane | Class III Bicycle Route | Class IV Protected Bikeways | Pedestrian Project | Other Project | Planning and Programs |
|---|------------------------------|-----------|----------------------|-----------------------|-------------------------|-----------------------------|--------------------|---------------|-----------------------|
| Bay Area Air Quality Management District (BAAQMD) County Program Manager Fund | BAAQMD | Annual | ● | ● | ● | ● | ○ | ○ | ○ |
| BAAQMD Transportation Fund for Clean Air (TECA) | BAAQMD | Annual | ● | ● | ● | ● | ○ | ○ | ○ |
| Measure I. Transportation for Livable Communities (TLC) | CCTA | Annual | ● | ● | ● | ● | ● | ◐ | ◐ |
| Measure I. Pedestrian, Bicycle and Trail Facilities (PBTF) program | CCTA | Annual | ● | ● | ● | ● | ● | ○ | ○ |
| California Strategic Growth Council (SGC) Transformative Climate Communities (TCC) Program | SGC | Annual | ● | ● | ● | ● | ● | ● | ● |
| SB 1 | CA Transportation Commission | Annual | ● | ● | ● | ● | ● | ● | ● |
| California Natural Resources Agency Environmental Enhancement and Mitigation Program | CA Natural Resources Agency | Annual | ○ | ○ | ○ | ○ | ○ | ○ | ● |
| California Natural Resources Agency Urban Greening Program | CA Natural Resources Agency | Annual | ● | ○ | ○ | ○ | ○ | ○ | ○ |
| Community Development Block Grant (CDBG) Program | HUD | Annual | ● | ● | ● | ● | ● | ● | ○ |
| Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program | FHWA | Annual | ● | ● | ● | ● | ○ | ○ | ○ |

Notes:



Indicates that funds may be used for this category,



indicates that funds may not be used for this category, and



indicates that funds may be used, though restrictions apply.

How do we pay for it?



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-1723

Agenda Date: 5/12/2025

Agenda #: 6.

SUSTAINABILITY COMMITTEE

Meeting Date: May 12, 2025

Subject: RECEIVE report from the Sustainability Commission Chair, or Designee.

Submitted For: SUSTAINABILITY COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Presenter(s): Shoshana Wechsler || Chair | SUSTAINABILITY COMMISSION

Contact: Jody London | (925) 655-2815

Referral History:

This is a standing item of the Committee.

Referral Update:

The Sustainability Commission Chair provides an update at each meeting of the Sustainability Committee on the work of the Commission.

Recommendation(s)/Next Step(s):

RECEIVE report from the Sustainability Commission Chair, or Designee.

Fiscal Impact (if any):

None.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 25-1724

Agenda Date: 5/12/2025

Agenda #: 7.

SUSTAINABILITY COMMITTEE

Meeting Date: May 12, 2025

Subject: RECEIVE report on staff activities that support sustainability goals

Submitted For: SUSTAINABILITY COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Presenter(s): Jody London || Sustainability Coordinator | DCD

Contact: Jody London | (925) 655-2815

Referral History:

This is a standing item of the Committee.

Referral Update:

PLEASE SEE ATTACHMENT.

Recommendation(s)/Next Step(s):

RECEIVE report on staff activities that support sustainability goals.

Fiscal Impact (if any):

None.

**SUSTAINABILITY STAFF REPORT FOR
SUSTAINABILITY COMMISSION
May 12, 2025**

Activities since the Sustainability Commission’s meeting on March 10, 2025, are listed below. Activities are keyed to goals in the 2024 Climate Action and Adaptation Plan.

| ACTIVITY | 2024 CAAP GOAL |
|--|--|
| Department of Conservation and Development | |
| Staff is in the process of entering into contract with the Ocean Protection Council’s (OPC) for the Senate Bill 1 Sea Level Rise Adaptation Planning Grant, which was awarded in June 2024. The grant of almost \$1.5 million will support the development of the Contra Costa Resilient Shoreline Plan. Staff has been working with OPC to complete requirements to execute the grant in the next month. | Goal 5 – Resilient Communities and Natural Infrastructure |
| <p>Staff continues working to organize and plan the activities which will be funded by the U.S. Department of Energy’s (DOE) Energy Efficiency and Conservation Block Grant (EECBG).</p> <p>Staff is working with a technical consultant, San Timoteo, to develop an inventory of existing buildings and cost analysis for transitioning the unincorporated County’s existing building stock to all-electric. San Timoteo has already begun work on this task, and it is expected that the final Existing Buildings Inventory and Cost Analysis will be completed by the end of 2025.</p> <p>Staff is in the process of developing a contract with CoCoKids, under which CoCoKids and County staff will partner to identify licensed home-based childcare facilities that are eligible for energy efficiency and all-electric transition retrofits.</p> <p>Staff is currently developing a solicitation to select an entity to implement energy efficiency upgrades for licensed childcare facilities. Staff aims to release the solicitation in May 2025. This task has experienced delays due to complications in communications with the U.S. DOE, including a nationwide communication freeze imposed by the Federal Government between all Federal departments and local governments at the state, regional, and local level.</p> | <p>Goal 1 – Clean and Efficient Built Environment</p> <p>Goal 6 – Climate Equity</p> |
| Sustainability staff have been working with the Governor’s Office of Land Use and Climate Innovation (LCI) on the budget and workplan for a \$750,000 grant that will fund development of an Urban Forest Management Plan. Staff are working with partners on the project (The Watershed Project, Sustainable Contra Costa, Civicorps, Workforce Development Board of Contra Costa County). A Request for Proposals for a technical consultant was released on April 18; bids are due May 12. | Goal 5 – Resilient Communities and Natural Infrastructure |
| On April 15, 2025, the Sustainability Team hosted the second meeting of the Contra Costa All-Electric Working Group. The primary goal for this meeting was to gather input and feedback on the Draft Clean Energy Roadmap for Existing Buildings which was released for public comment on March 25, 2025. The working group also finalized the logistics for future meetings and identified the | <p>Goal 1 – Clean and Efficient Built Environment</p> <p>Goal 7 - Leadership</p> |

| ACTIVITY | 2024 CAAP GOAL |
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| Q3/Q4 meeting deep-dive topics to explore, <i>All-Electric Policies: What Works?</i> and <i>Education on the Benefits of All-Electric Buildings</i> . | |
| On March 25, 2025, the Draft Clean Energy Roadmap for Existing Buildings was released for a 30-day public comment period. The Clean Energy Roadmap establishes a framework that the County can utilize to further progress related to transitioning the existing building stock in unincorporated Contra Costa County. Also included in the Clean Energy Roadmap is a section dedicated to the next steps and actions for staff. These include completion of an existing building inventory and all-electric transition cost analysis for unincorporated areas of the County, authority to engage with regulatory agencies and utilities, development of a community engagement strategy tailored to the specific needs of the County, and other actions such as seeking pre-approval from the Board of Supervisors to continue seeking funding for this work, implementing pilot projects where feasible, and continued analysis of policy options to identify those that are a good fit for Contra Costa County to pursue. | Goal 1 – Clean and Efficient Built Environment |
| <p>On January 6, 2025, the County received a grant award from the U.S. Environmental Protection Agency (EPA) for a \$19 million Community Change Grant for the North Richmond Community Resilience Initiative. The grant award approved expenditures by the County for its projects under the grant, and stated that EPA would approve expenditures by the partners in the grant when a more complete budget and workplan were submitted, which occurred on January 31, 2025.</p> <p>The grant status was listed as “suspended” in the EPA payment portal from the end of January until April 29, with a brief period at the end of February where it was open. During that time, staff were able to draw down funds to cover County expenses for the beginning of February. On March 26, Senators Schiff and Padilla, along with other members of the U.S. Senate Committee on Environment and Public Works, issued a statement that referenced a list of grants that EPA has targeted for termination; the list included the grant for the North Richmond Community Resilience Initiative.</p> <p>On April 15, 2025, Federal Judge Mary McElroy issued a ruling that EPA and other federal agencies unlawfully froze funds under IIJA and IRA and orders agencies to immediately resume disbursing money to all grant recipients. On April 17, 2025, the County sent an email to EPA to obtain immediate access to funds legally obligated to Contra Costa County. On April 21, 2025, Congressmen John Garamendi and Mark DeSaulnier sent a letter to EPA Administrator Lee Zeldin asking EPA to rescind the grant termination and conduct a comprehensive investigation into the lack of transparency and due process in EPA’s termination process.</p> <p>Urban Tilth, one of the grant partners, posted more information about the North Richmond Community Resilience Initiative on its web site. KTVU ran a story about this on April 22.</p> | <p>Goal 1 – Clean and Efficient Built Environment</p> <p>Goal 5 – Resilient Communities and Natural Infrastructure</p> <p>Goal 6 – Climate Equity</p> |

| ACTIVITY | 2024 CAAP GOAL |
|--|---|
| <p>On April 29, the grant was listed as “open” in the EPA payment portal. County staff were able to draw down funds for expenses through the end of April.</p> <p>On May 1, the County received a notice of termination from EPA for the grant, effective immediately. Similar notices were sent to grant recipients across the country. Staff is evaluating options for disputing the notice.</p> | |
| <p>The County continues to implement the Bay Point/Pittsburg Energy Enhancement Pilot Program, funded through a grant from the Keller Canyon Mitigation Fund. The first phase of the Pilot Program offers rebates to cover up to 50% of the project cost (maximum of \$8,000) for the installation of qualified electric heat pump heating, ventilation, and air conditioning (HVAC) systems in eligible single-family homes. Staff presented on the Pilot Program at the April 1 Bay Point Municipal Advisory Council meeting.</p> | <p>Goal 1 – Clean and Efficient Built Environment Goal 6 – Climate Equity</p> |
| <p>Climate Emergency Resolution:</p> <ul style="list-style-type: none"> • <i>Just Transition.</i> The Governing Board of the Green Empowerment Zone (GEZ) received an update from the UC Berkeley Labor Center on March 21 on a just transition economic development framework for Contra Costa County. The update—which came after the release of the final Contra Costa Refinery Transition Partnership Reports—also included research findings on a prioritization of clean energy manufacturing technology for the GEZ. • <i>Interdepartmental Climate Action Task Force.</i> The G3 Champion meeting on April 9 focused on active transportation and commute options. It included presentations on Bike to Work/Wherever Day, sustainable commute options and resources, and the commuter benefit for County employees. The G3 Champions also heard from Teresa Datar, a County employee and G3 Champion who is the 2025 Contra Costa County Bike Champion of the Year! • <i>All-Electric Building Ordinance.</i> The new ordinance that amends the County building code to increase energy efficiency standards for newly constructed residential buildings, offices, hotels, and retail buildings to meet the County’s Climate Action Plan goals has been approved by the California Energy Commission and will go into effect on May 1, 2025. Staff has developed training materials to be used to train building department staff on the new energy efficiency requirements for single-family, multifamily, and specific non-residential (hotel, office, and retail) new construction. | <p>Goal 1 – Clean and Efficient Built Environment Goal 7 - Leadership</p> |
| <p>The spring 2025 issue of the quarterly Sustainability in Contra Costa County newsletter was published on March 28, 2025. The newsletter included articles on the draft Clean Energy Roadmap, the Department of Public Works’ Electric Vehicle Charger Ribbon-Cutting Event, energy efficiency toolkits, Earth Day celebrations, Bike to Work Day events, and more.</p> | <p>Goal 7 - Leadership</p> |
| <p>Staff organized the first quarter Sustainability Exchange on March 20, 2025. The meeting featured a presentation from Contra Costa Health Services staff about the Contra Costa County Green Business Program. Participants were invited to explore the process of certifying their own building through the Green Business Program and how to encourage local businesses to participate.</p> | <p>Goal 7 - Leadership</p> |

| ACTIVITY | 2024 CAAP GOAL |
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| Staff organized the first quarter Energy Efficiency Collaborative on March 26, 2025. The Energy Efficiency Collaborative is a space for local government staff to coordinate on topics related to energy efficiency and all-electric buildings. Staff received updates on the new BayREN Single-Family Program – the EASE Home Program – and an overview of current programs available to support energy efficiency and all-electric upgrades for residential and commercial audiences. | Goal 1 – Clean and Efficient Built Environment Goal 7 - Leadership |
| <p>The Sustainability Team welcomed Blake McPherson, its new Sustainability Service Corps Fellow, on March 3. Blake’s workplan includes helping to update the County’s greenhouse gas emissions inventory, supporting the County’s work on sea level rise planning, and providing general support to the Sustainability Team.</p> <p>On April 25, the federal government terminated funding for Americorps programs, of which the Sustainability Service Corps is one. Fellows were instructed to pause their work and not report to their sites starting April 29, until further notice. This impacts a Fellow in the Department of Public Works, as well as the Department of Conservation and Development.</p> <p>The State of California has joined a lawsuit challenging the termination of the Americorps program.</p> | All |
| Sustainability staff continue to monitor state and federal grant opportunities and prepare to apply for projects that will support key climate goals around all-electric buildings, active transportation, sea level rise, climate resilience, and Just Transition. | All |
| Department of Public Works | |
| On February 28, 2025, Public Works was awarded Highway Safety Improvement Program (HSIP) funds for two active transportation projects: (1) Treat Boulevard Corridor Improvements; and (2) Central County Crosswalks Improvements. The Treat Boulevard project will add bikeways to the road in the Contra Costa Centre area. The Central County project will improve pedestrian crossings for Center Avenue at Deodar Drive in Pacheco and Danville Boulevard at South Avenue in Alamo. | Goal 5 – Clean Transportation Network |
| Ongoing | |
| Staff participated in professional learning opportunities regarding environmental justice, carbon sequestration, climate resilience, communication and facilitation strategies, race and equity, and related. | All |
| Staff participated in regional activities. | All |

Attachments
