CITY COUNCIL
Anthony Tave, Mayor
Devin T. Murphy, Mayor Pro Tem
Maureen Toms, Council Member
Cameron Sasai, Council Member
Norma Martínez-Rubin, Council Member

PINOLE CITY COUNCIL MEETING AGENDA

April 21, 2026
5:30 PM
Attend in Person: PINOLE CITY COUNCIL CHAMBERS - 2131 PEAR STREET
OR
Attend VIA ZOOM TELECONFERENCE – Details provided below

How to Submit Public Comments:

In Person:
Attend meeting at the Pinole City Council Chambers, fill out a yellow public comment card and submit it to the City Clerk.

Via Zoom:
Members of the public may submit a live remote public comment via Zoom video conferencing. Download the Zoom mobile app from the Apple Appstore or Google Play. If you are using a desktop computer, you can test your connection to Zoom by clicking here. Zoom also allows you to join the meeting by phone.

From a PC, Mac, iPad, iPhone or Android:
https://us02web.zoom.us/j/89335000272

Webinar ID: 893 3500 0272

By phone: +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799

- Speakers will be asked to provide their name and city of residence, although providing this is not required for participation.
- Each speaker will be afforded up to 3 minutes to speak (subject to modification by the Mayor)
- Speakers will be muted until their opportunity to provide public comment.

When the Mayor opens the comment period for the item you wish to speak on, please use the “raise hand” feature (or press *9 if connecting via telephone) which will alert staff that you have a comment to provide and press *6 to unmute. To comment with your video enabled, please let the City Clerk know you would like to turn your camera on once you are called to speak.

Written Comments:

All comments received **before 3:00 pm the day of the meeting** will be posted on the City’s website on the agenda page (Agenda Page Link) and provided to the City Council prior to the meeting. Written comments will not be read aloud during the meeting. **Email comments to comment@pinole.gov** Please indicate which item on the agenda you are commenting on in the subject line of your email.

OTHER WAYS TO WATCH THE MEETING

LIVE ON CHANNEL 26. They are retelecast the following week. The Community TV Channel 26 schedule is published on the city's website at www.pinole.gov.

VIDEO-STREAMED LIVE ON THE CITY'S WEBSITE, www.pinole.gov and remain archived on the site for five (5) years.

If none of these options are available to you, or you need assistance with public comment, please contact the City Clerk, Heather Bell-Spears at (510) 724-8928 or hbell@pinole.gov.

Americans With Disabilities Act: In compliance with the Americans With Disabilities Act of 1990, if you need special assistance to participate in a City Meeting or you need a copy of the agenda, or the agenda packet in an appropriate alternative format, please contact the City Clerk's Office at (510) 724-8928. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Note: Staff reports are available for inspection on the City Website at www.pinole.gov. You may also contact the City Clerk via e-mail at hbell@pinole.gov.

Ralph M. Brown Act. Gov. Code § 54950. In enacting this chapter, the Legislature finds and declares that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly and that their deliberations be conducted openly. The people of this State do not yield their sovereignty to the agencies, which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created.

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

2. LAND ACKNOWLEDGMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision: (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself /herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov't Code § 87105.

4. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.

A. **CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
Gov. Code § 54956.8
Property: APN 430-330-027, 2860 Pinole Valley Road
Agency Negotiatiors: Interim City Manager Garrett Evans, City Attorney Eric Casher
Negotiating Parties: Frank and Joe Zichichi
Under Negotiation: Price & Terms

B. **PUBLIC EMPLOYEE APPOINTMENT**
Gov. Code § 54957
Title: City Manager

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

6. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting. PLEASE SEE THE COVERSHEET OF THE AGENDA FOR INSTRUCTIONS ON HOW TO SUBMIT PUBLIC COMMENTS

7. REPORTS & COMMUNICATIONS

A. Mayor Report

1. Announcements

B. Mayoral & Council Appointments

1. Traffic and Pedestrian Safety Committee

2. Cannabis Ad Hoc Subcommittee

3. Infrastructure and Transportation Ad Hoc Subcommittee

C. City Council Committee Reports & Communications

D. Council Requests for Future Agenda Items

E. City Manager Report / Department Staff

F. City Attorney Report

8. RECOGNITIONS / PRESENTATIONS / COMMUNITY EVENTS

A. **Proclamations**

1. Earth Day

2. Dolores Huerta Day

B. **Presentations**

1. Planning Commission Chair Sandoval Presentation: Resolution No. 25-08 – Appian 80 Development Ideas and Concepts

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine and noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the Consent Calendar.

A. Approve the Minutes of the Special City Council Meeting on March 31, 2026 and the Regular City Council Meeting on April 7, 2026..

B. Receive the April 4, 2026 – April 17, 2026, List of Warrants in the Amount of $1,091,610.70 and the April 10, 2026, Payroll in the Amount of $572,445.92.

C. Adopt A Resolution Approving The Memorandum Of Understanding Between The West Contra Costa Integrated Waste Management Authority And The City Of Pinole Regarding Implementation Of SB 1383 Regulations And Workplan **Action: Adopt Resolution per Staff Recommendation (Heba El-Guindy)**

D. Adopt A Resolution To Fix The Employer's Contribution At An Equal Amount For Employees And Annuitants Under The Public Employees' Medical And Hospital Care Act With Respect To Pinole Police Employees' Association (PPEA) **Action: Adopt Resolution per Staff Recommendation (Stacy Shell)**

E. Adopt a Resolution to Approve the Purchase of Police Department Vehicles for Fiscal Year 2025-26 **Action: Adopt Resolution per Staff Recommendation (Melissa Klawuhn, Justin Rogers)**

F. Adopt a resolution authorizing acceptance of $299,495 from the Caltrans Clean California Local Grant Program and designating the City Manager as the City's authorized signatory for grant agreement execution **Action: Adopt Resolution per Staff Recommendation (Lilly**

Whalen, Kapil Amin)

G. Adopt A Resolution Approving The Amended And Restated Contra Costa Clean Water Program Agreement (July 1, 2026 – June 30, 2041) **Action: Adopt Resolution per Staff Recommendation (Heba El-Guindy)**

H. Adopt A Resolution Approving The Purchase Of A Z23slt Force Vehicle For $76,295.61, A 2025 Ford Super Duty F-350 DRW Truck For $57,511.69, And A 2026 Ford Super Duty F-250 SRW Truck For $58,369.89 **Action: Adopt Resolution per Staff Recommendation (Heba El-Guindy)**

I. SB 1216 Letter of Support **Action: Approve Letter per Staff Recommendation (Garrett Evans)**

10. PUBLIC HEARINGS

Citizens wishing to speak regarding a Public Hearing item should fill out a speaker card prior to the completion of the presentation, by first providing a speaker card to the City Clerk. **An official who engaged in an ex parte communication that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.**

A. None

11. OLD BUSINESS

A. None

12. NEW BUSINESS

A. Overview of Options for Adoption of Wage Theft Ordinance **Action: Report and provide direction. (Eric Casher)**

B. Adopt Resolution Approving The City's Active Transportation Plan **Action: Adopt Resolution per Staff Recommendation (Heba El-Guindy)**

C. SB 707 - Public Meeting Disruption Policy **Action: Adopt Policy per Staff Recommendation (Heather Bell)**

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)

Open only to members of the public who did not speak under the first Citizens to Be Heard, Agenda Item 6 **Citizens may speak under any item not listed on the Agenda.** The time limit is 3 minutes for City Council items and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.

14. ADJOURNMENT to the Special City Council Meeting of May 2, 2026 in Remembrance of Amber Swartz.

I hereby certify under the laws of the State of California that the foregoing Agenda was posted on the bulletin board at the main entrance of Pinole City Hall, 2131 Pear Street Pinole, CA, and on the City's website, not less than 72 hours prior to the meeting date set forth on this agenda.

Heather Bell-Spears, CMC
City Clerk
POSTED: Thursday, April 16, 2026 at 3:00pm

CITY COUNCIL REPORT

7.B.1.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Heather Bell, City Clerk, hbell@pinole.gov
Garrett Evans, Interim City Manager, gevans@pinole.gov

SUBJECT: TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE

RECOMMENDATION

By Minute Order, consider the Interview Subcommittee recommendation and approval of one (1) appointment to the Traffic and Pedestrian Safety Committee.

BACKGROUND

The Pinole Traffic and Pedestrian Safety Committee is a (5) five-member panel who recommends or reviews action on traffic safety, traffic control and planning, speed limits, parking and other traffic-related matters. The committee makes recommendations to the City Council on traffic and pedestrian changes and matters referred for study. The committee members serve 2-year terms. The Traffic and Pedestrian Safety Committee meets every quarter on the second Wednesday at 6:00 p.m. Commissioners serve two-year terms. On March 11, 2026, a vacancy became available due to a resignation. An announcement was made to the public that a recruitment period was open and applications would be accepted by the office of the City Clerk. In total, two (2) applications were received from John Robinson (Non-Incumbent) and Diane Springer (Non-Incumbent). However, Diane Springer withdrew her application. The Interview Subcommittee, which consists of Mayor Tave and Council Member Martinez-Rubin, convened on April 10, 2026, conducted an interview with John Robinson, and recommended that the City Council appoint him for a term of two years to expire on April 21, 2028.

REVIEW AND ANALYSIS

The City Council will consider making appointments to the Traffic and Safety Pedestrian Committee with the following term, in accordance with the Pinole Municipal Code.

• One (1) seat with a term that will expire on April 21, 2028

The Interview Subcommittee interviewed one (1) candidate on April 10, 2026. The recommendation of the subcommittee is to appoint John Robinson to the Traffic and Pedestrian Safety Committee.

FISCAL IMPACT

There is no fiscal impact to the General Fund by selecting the applicant.

ATTACHMENTS

A. Roster- 2025-2026 TAPS
B. John Robinson - Application and Supplemental Questionnaire Redacted

2025-26 ROSTER
TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE

1. Ben Doyle
Term Expires 05/21/2026

2. Vacant

3. Vacant

4. Vacant

5. Krystle Pasco
Term Expires 05/21/2026

MEETS SECOND WEDNESDAY
QUARTERLY
6:00 P.M. CITY HALL

STAFF

2131 Pear Street
Pinole, CA 94564
(W) 724-9010

Leticia Andreas
2131 Pear Street
Pinole, CA 94564
(W) 724-9010
landreas@pinole.gov

Updated 1.12.26

CITY OF PINOLE
COMMISSION/COMMITTEE APPLICATION

COMMISSION/COMMITTEE APPLICATION: Thank you for your interest in the City Commission or Committee. To apply, you will need to complete the entire application (using N/A where items do not apply). All applications will be kept on file for one year only and applicants will be notified of any openings. Planning Commission and Community Service Commission members must be residents of the City of Pinole, and TAPS members shall be residents or business owners in Pinole.

*This application must be accompanied with the separate supplemental questionnaire for the Commission/Committee for which you are applying. Please check applicable box below.

- ☐ **Planning Commission (PMC Chapter 2.40)***
- ☐ **Community Services Commission (PMC Chapter 2.36)***
- ☒ **Traffic & Pedestrian Safety Committee (R-2007-14)***
- ☐ **Fowler House Re-Use Committee (R-2018 -67)**

Completed application packets must be filed with the **City Clerk's Office, 2131 Pear Street, Pinole, California 94564.**

APPLICANT'S NAME: ROBINSON JOHN E
Last First M.I.

ADDRESS: [redacted] CA 94564

TELEPHONE: [redacted]

BUSINESS ADDRESS: (Work from home) [redacted] Pinole, CA 94564

BUSINESS TELEPHONE [redacted]

EMAIL ADDRESS: [redacted]

1. How long have you been a Pinole resident? 10 years
2. Are you registered to vote in Pinole? Yes
3. Are you currently serving on any Commission or Committee? No
4. Do you have a relative/household member who is: (a) City employee? No
   (b) City Council Member? No Or (c) Commission/Committee Member? No

Official Business Address:
Shook, Hardy & Bacon [redacted]

Bus. Phone [redacted]

City of Pinole Commission / Committee Application /Date: 10/23/25
Applicant Name: JOHN ROBINSON

5. Have you ever attended any meetings of the Commission/Committee for which you are applying? NO If so, number of times? _____

6. If applicable, why did you attend the meeting (e.g., personal interest or specific issue)?

N/A

7. List your current occupation. Also list any work history related to the position you are seeking:

Docketing Manager For Shook, Hardy & Bacon.

8. List educational background related to the position you are seeking: _____

MPA From California State University East Bay.
BA Political Science From Boston University.

9. Describe the community activities, volunteer experience and/or civic organizations in which you participate: Completed Pinole Citizens Academy. Volunteered For Pinole Coastal Cleanup. I was Assistant Varsity Girls' Basketball Coach at Pinole Valley High School.

10. Describe your style of working with others on a committee: _____

I like to collaborate. I like to listen and see/hear everyone.

11. Describe how you might recommend policy or approach the City Council: _____

I would like to collaborate with the committee and approach the City Council when we have broad agreement and community support.

I understand that if appointed, I must complete the California Fair Political Practices Commission Statement of Economic Interests, a public document, Form 700, and complete the Ethics Training pursuant to AB1234.

[redacted] 10/23/25

(Signature) (Date)

Attachment: Supplemental Questionnaire

Application for Appointment

Qualification Requirements: (a) Resident of Pinole, (b) Pinole Business Owner

Name: John Robinson **Home Phone:** [redacted]

Email Address: [redacted] **Business Phone:** [redacted]

Address: [redacted] **City: Pinole** **Zip: 94564**

Occupation: Docketing Manager

Business Address: [redacted]

Length of residency in Pinole - 10 years **Registered Voter in Pinole: [X] YES**

References: ***(Name, address, phone number)***

1) **Eileen Lagade,** [redacted]
2) **Jacob Clark,** [redacted]
3) **Mary Robinson,** [redacted]

John E. Robinson (s) (see signature below) **October 3, 2025**

ESSAY QUESTIONS ***(please attach a separate sheet of paper for your answers and sign your name at the end)***

1. What do you view as the role of the Traffic & Safety Committee?
2. Why did you apply/or why are you reapplying?
3. How much time are you willing to commit to your activities to the Traffic and Pedestrian Safety Committee? 4. What do you think is the most pressing traffic issue facing the City of Pinole?

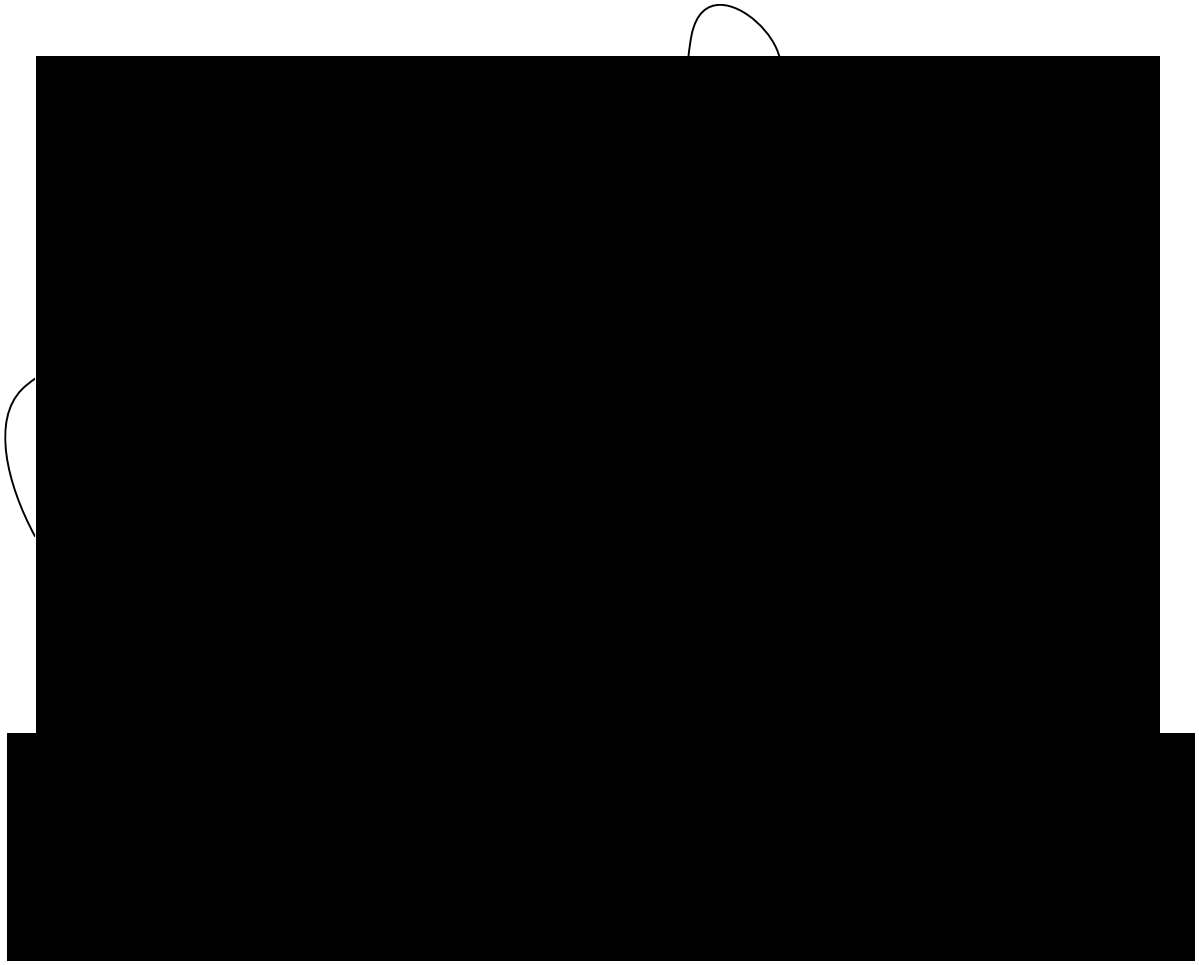
5. Please give one example of a personal experience that demonstrates your past experience working in a group decision making environment.

6. As a member of the committee you would become an extension of the "City" and would be charged with protecting the best interests of the entire City. How would you handle a situation where your personal opinions or beliefs are in conflict with this responsibility or is in conflict with direction from the City Council?

7. For incumbents, what has been your attendance record?

1. **The role of the Traffic & Safety Committee is to keep the public safe and plan out the traffic of Pinole in the future.**
2. **This is the first application. I care about Traffic & Safety in Pinole, and would like to make the city safe for members of the community.**
3. **I plan to attend all the committee meetings and to set aside at least a few hours each week to focus on the committee and the latest developments.**
4. **The most pressing traffic issue facing the City of Pinole is increased traffic due to new housing developments.**
5. **I have worked with the docketing department at a previous job and made positive changes to the form for opening new cases after a collaborative approach that included listening and trying to reach a consensus.**
6. **My interests for the City of Pinole and City Council would override my own personal beliefs. I know as a committee member, I would be working on behalf of Pinole, not as my own individual.**

John E. Robinson (s)



CITY COUNCIL REPORT

7.B.2.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM:

SUBJECT: CANNABIS AD HOC SUBCOMMITTEE

RECOMMENDATION

Staff recommends that the City Council appoint an ad hoc subcommittee of two councilmembers for the creation of a Cannabis Subcommittee.

BACKGROUND

During the March 24, 2026 Special Meeting, the City Council directed staff to return with the creation of an Ad Hoc Subcommittee regarding the potential creation of Commercial Cannabis districts in Pinole. The discussion covered many potential topics that require more analysis before returning to the City Council, including Zoning, Buffer Requirements, Community Workshops and Outreach, Consumer Use and Impact, Types of Permits, Restorative Justice Efforts, Revenue Opportunities, and Ongoing Costs to Implement a Potential Cannabis Program.

REVIEW AND ANALYSIS

There is a need for a subcommittee to help staff to address the potential pros and cons for the City Council to consider in its evaluation of Cannabis in Pinole. This subcommittee could, with supportive analysis, recommend to the full City Council the number, types, and areas available in Pinole for commercial cannabis.The Director of Community Development would support the subcommittee, and any recommendations would be reviewed by the City Manager before being presented to the full City Council and public at a future meeting.

FISCAL IMPACT

There is no fiscal impact associated with the creation of the subcommittee.

ATTACHMENTS

None

CITY COUNCIL REPORT

7.B.3.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Garrett Evans, Interim City Manager, gevans@pinole.gov

SUBJECT: INFRASTRUCTURE AND TRANSPORTATION AD HOC SUBCOMMITTEE

RECOMMENDATION

Staff recommends that the City Council appoint a subcommittee of two councilmembers for the creation of an Ad Hoc Infrastructure and Transportation Subcommittee.

BACKGROUND

The City of Pinole has an extensive Five-Year Capital Improvement Plan (CIP). The most recent CIP includes 50 projects estimated at $ 93.7 million dollars. Within the CIP, there are 9 Facility Improvements, 5 Park Improvements, 11 Sanitary Sewer Improvements, 3 Stormwater Improvements, 17 Street Improvements, and 5 Infrastructure Assessments.

REVIEW AND ANALYSIS

There is a need for a subcommittee to address the growing transportation concerns, the pursuit of certain grant opportunities, and collaboration with neighboring cities and agencies. This subcommittee can emphasize a whole City approach to Transportation and Public Improvements.The Director of Public Works would support the subcommittee, and any recommendations would be reviewed by the City Manager before being presented to the full City Council and public at a future meeting.

FISCAL IMPACT

There is no fiscal impact associated with the creation of the subcommittee.

ATTACHMENTS

None

Proclamation

EARTH DAY
APRIL 22, 2026

***WHEREAS**, April 22 is celebrated globally as Earth Day, a day dedicated to reflecting upon our responsibility to protect and sustain the natural world for future generations; and*

***WHEREAS**, this giving Planet is abundant with shared resources for all people and life when respectfully harnessed and nurtured and should not be exploited and depleted, but rather sustained, protected, and conserved for present and future generations by working with Nature and not against it; and*

***WHEREAS**, we recognize that our actions today significantly impact on the health of our planet, its ecosystems, and all forms of life that depend on a healthy environment; and*

***WHEREAS**, the natural, circular systems of Earth can offer lessons and solutions to rethink and reevaluate our current, unsustainable systems and transition to ones that revere and mirror natural systems while creating an economy and job market that is cleaner and greener; and*

***WHEREAS**, engaging in local and global efforts to combat climate change, conserve biodiversity, and reduce pollution is essential to creating a more sustainable future; and*

***WHEREAS,** the Earth Team was founded on Earth Day in 1994, and established at Pinole Valley High School in 2013. Pinole Valley High School Earth Team interns continue the mission to empower urban youth to become lifelong environmental stewards through experiential education, skills development, and the building of community connections; and*

***WHEREAS,** the impacts of climate change and increasing extreme weather events are a direct result of environmental exploitation by human beings, yet human beings also possess the knowledge, power, and resources to reverse damage and heal the planet and protect its existence for generations to come; and*

***WHEREAS,** the 2026 theme for Earth Day is "Our Power, Our Planet," underscoring there is power in the collective of individuals and communities to drive environmental progress.*

***NOW, THEREFORE, I, ANTHONY TAVE**, Mayor of the City of Pinole, County of Contra Costa, State of California, on behalf of the City Council and the entire City of Pinole hereby proclaim **APRIL 22, 2026 AS EARTH DAY** in the City of Pinole and urge all citizens to recognize their power as stewards of the Earth, participate in events that promote environmental health, and join together in the quest to build a sustainable world for generations to come.*

ANTHONY TAVE
MAYOR of the City of Pinole

Dated: April 21, 2026

Proclamation

DOLORES HUERTA DAY
APRIL 10, 2026

***WHEREAS**, Dolores Huerta was born on this day in 1930 in Dawson, a small mining town in New Mexico; and*

***WHEREAS**, she spent most of her early life in the Central Valley of California, where she found her passion for fighting for the rights of workers and their families and helped pioneer a transformative farm labor movement that carries on to this day; and*

***WHEREAS**, Huerta often saw her students come to class hungry. The experience moved her to serve as a Community Service Organization leader. Huerta went on to form the Agricultural Workers Association, where she organized voter registration drives and pushed for neighborhood improvements; and*

***WHEREAS**, In 1962, Huerta co-founded the National Farm Workers Association, which organized farm workers for better working conditions. The organization was a predecessor of United Farm Workers, which they later founded in partnership with Larry Itliong, Philip Vera Cruz, and other labor leaders and activists; and*

***WHEREAS**, she was a skillful lobbyist and negotiator who played a central role in many of the movement's successes, including an international boycott of grapes that led to the first farmworker union contracts and the watershed California Agricultural Labor Relations Act; and*

***WHEREAS,** Dolores Huerta overcame the many challenges she faced as a woman. She remained the most talented negotiator securing services for farmworkers in California in 1963 in the form of Aid to Families with Dependent Children and disability insurance, an unparalleled feat of the times; and*

***WHEREAS,** in 1993, Huerta became the first Latina inducted into the National Women's Hall of Fame. She received the Eleanor Roosevelt Human Rights Award in 1998, was awarded the Presidential Medal of Freedom in 2012, and was inducted into the California Hall of Fame by a grateful state in 2013; and*

***WHEREAS**, Dolores Huerta has been honored for her work as a fierce advocate for farmworkers, immigrants, the working poor, and women; and*

***WHEREAS, t**he accomplishments and contributions of Dolores Huerta should be properly memorialized within the history and culture of the United States. Dolores Huerta deserves proper recognition for her numerous sacrifices in the name of justice and the amelioration of severely inadequate working conditions.*

***NOW, THEREFORE, I, ANTHONY TAVE**, Mayor of the City of Pinole, County of Contra Costa, State of California, on behalf of the City Council and the entire City of Pinole hereby proclaim **APRIL 10, 2026 AS DOLORES HUERTA DAY** in the City of Pinole and urge all citizens to take inspiration from her example and work to make a positive impact in our communities.*

ANTHONY TAVE
MAYOR of the City of Pinole

Dated: April 21, 2026

PLANNING COMMISSION RESOLUTION 25-08
WITH EXHBIT A. DEVELOPMENT IDEAS AND CONCEPTS

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, EXPRESSING DESIRABLE IDEAS AND CONCEPTS FOR CONSIDERATION FOR FUTURE REDEVELOPMENT OF THE APPIAN 80 SHOPPING CENTER RECOMMENDED TO THE CITY COUNCIL OF THE CITY OF PINOLE

WHEREAS, the Appian 80 Shopping Center is a commercial shopping center on Tara Hills Drive, near the Appian Way, comprising various parcels, including APN 402-282-002, -006 to -010, -014, -016, -019, -026, -027, and -028; and

WHEREAS, the site is located within the Appian Way corridor of the Three Corridors Specific Plan, has a Specific Plan land use/zoning designation of Commercial Mixed Use (CMU) in the Service Sub-Area, and has a High Density Residential Overlay (HDRO); and

WHEREAS, a prior redesign and renovation project for the majority of the site proposed by Lowney Architecture and Hillsboro Properties was reviewed and recommended for approval by Planning Commission on May 27, 2020, and approved by City Council on June 16, 2020; and

WHEREAS, the City Council approved an extension to the project entitlements to June 13, 2023; and

WHEREAS, the property owners did not exercise the project entitlements by June 13, 2023, and approval for development of the proposed project lapsed; and

WHEREAS, the property owners have not submitted a new application for redevelopment of the site since the project entitlements lapsed; and

WHEREAS, numerous tenant spaces are currently vacant on the site, including the anchor tenant space vacated by Safeway in early 2025; and

WHEREAS, the current vacancies and the absence of a current development application present an opportunity for the property owners and developers to consider ideas for redevelopment; and

WHEREAS, the Pinole Municipal Code establishes that Planning Commission is a seven-member commission appointed by City Council that shall have all the powers and shall perform all the duties conferred and imposed upon city planning commissions by the applicable provisions of the Government Code of the state of California and, in addition, duties and procedures per Pinole Municipal Code (PMC) Section 2.40.030; and

WHEREAS, the duties and procedures of the Planning Commission identified in PMC Section 2.40.030, include, but are not limited to work to: a) assist with the preparation, adoption and

maintenance of a long-range, General Plan for the physical growth and development of the city and areas related directly to the city [...], b) consider as authorized by state law, requests for the development, rebuilding and redevelopment of areas within the city, and c) serve as an advisory body to the City Council on matters related to the city growth and development and on such other matters as may be requested by the City Council; and

WHEREAS, at the Planning Commission meeting on April 14, 2025, the Planning Commission wished to discuss ideas for the Appian 80 Shopping Center and requested placement of an item in a subsequent agenda for discussion; and

WHEREAS, at the Planning Commission meeting on April 28, 2025, the Planning Commission discussed ideas and concepts that may provide inspiration for future redevelopment proposals of the Appian 80 Shopping Center; and

WHEREAS, the Planning Commission desired to collect the ideas and concepts, as summarized in this resolution under Exhibit A, and transmit them to City Council to provide ideas for envisioning potential redevelopment at the Appian 80 Shopping Center; and

WHEREAS, the ideas and concepts presented in this resolution are intended to inspire further design exploration by those considering potential redesign of the shopping center, which the Planning Commission believe can enhance future redevelopment; and

WHEREAS, the ideas and concepts are not considered to be specific binding requirements imposed upon development applications, in and of themselves. Any potential application for development or redevelopment would be subject to review under the procedures and requirements in accordance with Local, State, and Federal policies and regulations, including the Pinole Municipal Code, and the findings and requirements for approval established therein; and

WHEREAS, at the Planning Commission meeting on August 25, 2025, the Planning Commission reviewed and discussed the first draft of the resolution, received public comments, provided comments for revisions, and continued the item to the next meeting to review the revised resolution; and

WHEREAS, at the Planning Commission meeting on September 8, 2025, the Planning Commission met to discuss the revised draft resolution, received public comments, and continued the item to the next meeting to review; and

WHEREAS, at the Planning Commission meeting on September 22, 2025, the Planning Commission met to discuss the second revision of the draft resolution; and

WHEREAS, the Planning Commission considered all public comments received both before and during the public meeting.

NOW, THEREFORE BE IT RESOLVED that the Planning Commission hereby recommends that

the City Council receive this Resolution with Exhibit A.

PASSED AND ADOPTED by the Planning Commission of the City of Pinole on this 22nd day of September 2025, by the following vote:

AYES: Bender, Lam-Julian, Uch, Menis, and Chairperson Sandoval
NOES: None
ABSTAIN: None
ABSENT: Huey, Martinez

Gabriel Sandoval, Chair 2025-2026

ATTEST:

David Hanham, Planning Manager

EXHIBIT A

DEVELOPMENT IDEAS AND CONCEPTS

APPIAN 80 SHOPPING CENTER

The City of Pinole Planning Commission discussed ideas and concepts intended to inspire further design and development exploration by those considering potential redesign of the Appian 80 Shopping Center. The ideas and concepts are summarized below:

Mixed Use Development

1. The site provides opportunities for mixed-use development opportunities, such as a combination of residential and commercial, that developers should further explore and consider[1].
2. Development should consider the community's needs and well-being. Project design may consider potential for adding market-rate/affordable housing, businesses, and offices that further the needs of the community.
3. The site does not need to remain a strip mall. It can become a key destination where people want to be and where a variety of activities are involved. Consideration in design should be given to walkability, public spaces, green spaces for the community, offices or community spaces, and something new, unique, and vibrant.

Design and Development

4. Consideration should be given to design elements that connect different parts of a development, particularly for mixed-use development.
5. Development should consider the views of the water. Multistory developments should consider design orientation that takes advantage of the location's offering of water views.
6. The developer needs to consider ways to mitigate potential traffic impacts from any housing development, which had been previous concerns regarding potential housing on site.
7. Any housing on site would need to be designed with mitigations to address light, air, and noise pollution from the I-80 corridor and roadways and include landscape buffers.
8. Taller developments should consider mitigation of potential views overlooking other property, in particular overlooking residential properties to the west of the site. Consideration may include heavy landscaping and trees.
9. Future development of the site should include ground floor retail space of sufficient size to attract a well-known and respected retail grocery such as a Whole Foods; 2) a

1 Example includes Santana Row in San Jose, but a Pinole-oriented version.

ground or top floor restaurant space and potential outdoor patio seating with amazing views of sufficient size to attract a well-known and respected destination restaurant and potentially draw nonprofit, public, and corporate-related events; 3) multi-story, multi-family rental apartments or ownership condos; 4) parking sufficient for both housing and retail/restaurants and 5) electric charging stations[2].
10. Development should mitigate the visual and physical impacts from large parking lots, such as sprawling parking and automobile circulation area, potential lack of multimodal support, little visual interest, and urban heat island affect. Parking garages may be a way to accommodate more vehicles, but any garage should be designed to enhance aesthetic appeal, reduce the minimalist concrete look, and include possible community benefits[3].

Access and Transportation

11. Persons in the neighborhood were able to walk to the grocery store at this location; it can serve as a walking destination and nexus. Residents in the area have an easier time accessing this market location, compared to other markets.
12. Development should consider multi-modality and offerings from various forms of transportation, rather than mono-modality. Encourage public transit use at the future site.

Markets and Commercial Opportunities

13. Development should consider the need for an affordable grocery option. Markets should consider the price point and needs of the community in the area, in particular seniors and persons on fixed-incomes.
14. Development should consider adding an affordable, healthy and culturally relevant grocery store option that could be well-positioned in the Pinole market[4].
15. Consideration should be given to bringing in the type of tenant mixes and restaurants that the city does not have and that would bring patrons to Pinole, would be a good fit for Pinole, and would add significant sales tax revenue[5].
16. Development should consider event space for people to have meetings and function space given limited options in the area and spaces such as pop-up spaces that could be converted to event spaces.
17. Development should consider micro-business/micro-office spaces, co-op or shared workspaces, and small business incubators[6].

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2 Destination restaurant examples include Yard House, BJ's, Lazy Dog.
3 Parking examples include the Center Street parking structure in downtown Berkeley, and community benefit examples in parking design include a coffee shop, bicycle parking, and bicycle stops.
4 Grocery store examples include H-Mart and Las Montañas Supermarket.
5 Examples may include Yard House and Whole Foods and prepared foods being a sales tax benefit.
6 Micro-business/shared workspace/incubator examples include CoBiz in Richmond, Kitchen@812 in Pinole, St. James Square in San Jose.

Community Enhancement and Partnerships

18. Consideration should be given in exploring opportunities for possible partnership opportunities with the West Contra Costa Unified School District (WCCUSD), supplemental space with the Senior Center, and housing.
19. The Planning Commission strongly encourages the adoption of the City's Project Labor Agreement in the implementation of any project related to the Appian 80 Shopping Center site.
20. Consideration may be given to collaboration with the City if the developer is interested in exploring possible development incentives in exchange for providing community benefits, such as through a development agreement.

Other Topics for City Council

21. Planning Commission further suggests City Council give consideration to a nexus study in developing a Citywide commercial land vacancy fee.

CITY COUNCIL MEETING
MINUTES
March 31, 2026

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

The City Council Meeting was held in a hybrid format (in-person and via Zoom videoconference and broadcast) from the Pinole Council Chambers, 2131 Pear Street, Pinole, California. Mayor Tave called the Special Meeting of the City Council to order at 5:00 p.m. and led the Pledge of Allegiance.

2. LAND ACKNOWLEDGEMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov. Code § 87105.

A. COUNCILMEMBERS PRESENT

Anthony Tave, Mayor
Norma Martinez-Rubin, Council Member
Maureen Toms, Council Member
Cameron Sasai, Council Member

COUNCILMEMBERS ABSENT

Devin Murphy, Mayor Pro Tem

B. STAFF PRESENT

Garrett Evans, Interim City Manager
Alex Mog, Assistant City Attorney
Melissa Klawuhn, Police Chief
Justin Rogers, Commander, Pinole Police Department
Markisha Guillory, Finance Director
Fiona Epps, Communications Director
Keith Marks, Acting Community Development Director/Chief Building Official
David Hanham, Planning Manager
Heba El-Guindy, Public Works Director

Andrea Dwyer, Community Services Director
Stacy Shell, Human Resources Director
Andrew Haber, Information Technology Manager
Roxane Stone, Deputy City Clerk

Deputy City Clerk Roxane Stone announced the agenda had been posted on Thursday, March 26, 2026 at 2:30 p.m. with all legally required written notices. No written comments had been received in advance of the meeting.

Following an inquiry, the Council reported there were no conflicts with any items on the agenda.

4. CITIZENS TO BE HEARD (Public Comments)
Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting

Jennifer Horn read into the record an email/written comment received in opposition to an Elected Mayor as follows:

Janet Wilks, *Council, I voice my opposition to Agenda Item 10A Resolution Calling For Special Election And Submitting Question Regarding Office Of Elected Mayor To Voters. 1) The expense to place this question on the ballot is extraordinary in light of a) The current fiscal position of the City b) The condition of City roads c) The necessity of managing through another City Manager hiring process and d) the lack of contract with the City's Police Department. 2) The proposal is remarkably tone deaf when considering the protests of hundreds of thousands of people across our nation and the world that are clamoring against the consolidation of executive power and overreach of government. Is this really the time that you want a ballot measure proposing to consolidate executive power? Have you considered all the promised vocal opposition that will follow and that will shadow upcoming Council member elections? 3) Do you realize that any one of you who are not elected Mayor, should the issue pass, will be sorely diminished of power and impact? 4) A Council member's statement that the current structure of rotating the mayor position is "archaic" is a poor excuse for rational evaluation. Because a method has been used successfully for about 100 years does not inherently indicate that it is ineffective. Just the opposite, it's been working for a very long time. Is this proposed change for the sake of change alone? Is it intended to be a resume builder for aspiring politicians? Is it a power grab via consolidating executive power? There does not appear to be a compelling rationale for this proposed change. 5) Council members have been following the social media comments, so there should be awareness that there are more than 5,000 hits across the various comments and one or two comments support the proposal. Many many more express opposition. Is Council listening to the community voices? 6) Council was asked to move the agenda item to an earlier time to allow more Pinole residents to participate in the conversation. When Council addressed this issue in December, the issue was discussed until almost midnight. Council did not respond to the email request nor to the request posted on social media on a Council member's profile. The appearance here is that Council does NOT want to hear from the Pinole community.*

7) A Council member posted on NextDoor in December 2025 that this question will go on the June ballot. How could this be known several months ago? Is the outcome pre-determined? I urge Council to not put the question on the June ballot nor any ballot. Shift your attention to pressing matters: A. Hire a new City Manager B. Secure a contract with the City's Police Department C. Fix the roads.

Richard Cossel commented that when he last appeared before the City Council he raised the issue of trash on the streets, which he understood had been generated by Amazon drivers tossing out food containers. After the meeting, there had been a marked reduction. He otherwise found the City had opened itself up to lawsuits and possible loss of federal funding and referenced the expense of $40,000 for a Diversity, Equity and Inclusion (DEI) Consultant. He noted the Department of Justice (DOJ) reported it would restrict federal funding for cities that had discriminatory DEI policies, and there had been related lawsuits filed, which he highlighted.

Referencing the expenditure of $14,000 for the City's Pride event, Mr. Cossel stated while he had no issue with the City issuing permits for a Pride parade, he did have issues with the City funding the event. He reported the City and County of San Francisco did not fund their Pride parade from the General Fund since it opened it up to viewpoint discrimination. Actual lawsuits had been filed related to viewpoint discrimination and he again highlighted some of the cases. Since the City of Pinole provided funding for the Pride parade, he found the City opened itself up to potential groups requesting monies for their events, at taxpayers' expense. He asked the City Council to stop the waste, repair the roads, and highlighted his pothole theory of government poster.

Rafael Menis reported on the rate of COVID-19 near the City of Pinole and wastewater trends which continued to be flat and very low at all sites in Contra Costa County, and low in most sites in Alameda County, but there was one moderate and one high site near the Santa Clara County border. The overall risk of COVID-19 remained low as reported since March 21, 2026.

Mr. Menis otherwise thanked Recreation Manager Maria Picazo for her assistance during the No Kings rally on March 28, 2026, given there had been some site issues she had addressed. He also thanked the Public Works Department for its assistance. The rally had gone well, with one minor injury, with the event peaceful and he also expressed his appreciation to the Pinole Police Department (PPD) for ensuring no confrontations or issues. He added March 31, 2026 was National Transgender Day of Visibility (TDOV) and he requested the City Council recognize the date in the future, with more people who identified with a gender different than that assigned at birth. He identified himself as non-binary and suggested it would be worthwhile for the City to recognize the dead and the living while recognizing TDOV in the future. He requested the City Council adjourn the meeting in recognition of the living transgender members of the Pinole community.

William Horton opposed Measure D on the June 2, 2026 ballot for a directly Elected Mayor which would be a waste of $55,000 from the budget. No term limits had been specified for an Elected Mayor, which conflicted with Council members' term limits and there was a conflict of logic of the public's expectations since there was no limit to the Elected Mayor's salary, as described, which could be increased at any time by a vote of the City Council. He urged a no vote on Measure D.

5. OLD BUSINESS: None

6 NEW BUSINESS

A. FY 2026/27 Budget Workshop. **Action: Receive Report and Provide Direction (Markisha Guillory)**

Interim City Manager Garrett Evans reported this was the first workshop for the 2026/27 budget. He planned to bring a balanced budget to the City Council and the community, which was his core mission as City Manager. He planned to provide a budget plan to the City Council to ensure the budget was balanced moving forward. Over the next month, the budget would be modified from what was being presented during the workshop, based on guidance and suggestions from the City Council and feedback from the public.

Interim City Manager Evans explained that City staff would make presentations from each City Department and touch on high-level accomplishments and goals. The City Council would be free to ask questions and provide comments and also solicit comments from the public. Thereafter, the City Council would be asked to provide direction. City staff was thanked for their hard work preparing the budget and for their continued work over the next few months on the budget document.

Finance Director Markisha Guillory recommended the City Council receive the presentations from the City Departments on the Preliminary Baseline Operating Budgets for Fiscal Year (FY) 2026/27 and provide direction to staff. At this time, she provided a PowerPoint presentation for the Fiscal Year (FY) 2026/27 Budget Workshop, which included a general overview of what would be presented by the various City Departments including key dates of the budget cycle; Preliminary Long-Term Financial Forecast; budget pressures; budget highlights; Citywide staffing; key revenue assumptions; property and sales tax breakdowns; General Fund Preliminary Revenue Budget; key expenditure assumptions; General Fund Preliminary Expenditure Budget; General Fund Professional & Administrative Services and a General Fund Total Preliminary Budget Summary.

Assistant City Attorney Alex Mog provided an overview of the City Attorney's Office, and highlighted the City Attorney mission and staffing; and City Attorney FY 2025/26 accomplishments; FY 2026/27 goals and total budget summary.

Deputy City Clerk Stone presented an overview of the City Clerk's Department and highlighted the City Clerk's mission; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; Expenditure Budget Summary; Professional & Administrative Services budget and total budget summary.

Interim City Manager Evans presented an overview of the City Council budget including the FY 2026/27 General Fund Budget Summary; Professional & Administrative Services and a Total Budget Summary. He also presented an overview of the City Manager's budget including the City Manager mission; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated opportunities; anticipated challenges; expenditure budget summary; Professional & Administrative Services and total budget summary.

Andrew Haber, Information Technology (IT) Manager and Communications Director Fiona Epps presented an overview of the IT Department and highlighted the IT mission; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated opportunities; anticipated challenges; expenditure budget summary; Professional & Administrative Services; Consulting Trends (Professional & Administrative) and total budget summary.

Communications Director Epps presented an overview of Pinole Community Television (PCTV) and highlighted the PCTV mission; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated opportunities; anticipated challenges; expenditure budget summary; Professional & Administrative Services and total budget summary.

Acting Community Development Director/Chief Building Official Keith Marks and Planning Manager David Hanham provided an overview of the Community Development Department and highlighted the mission of the Community Development Department; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated opportunities; anticipated challenges; expenditure budget summary; General Fund Professional & Administrative Services; Building & Planning Professional & Administrative Services; General Fund total budget summary and total budget summary.

Community Services Director Andrea Dwyer provided an overview of the Community Services Department and highlighted the mission of the Community Services Department; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated opportunities; anticipated challenges; expenditure budget summary; Professional & Administrative Services General Fund and Recreation Fund and total budget summary.

Finance Director Guillory provided an overview of the Finance Department and highlighted the mission of the Finance Department; FY 2025/26 accomplishments; and FY 2026/27 goals; staffing; budget summary; Professional & Administrative Services and total budget summary.

Human Resources Director Stacy Shell provided an overview of the Human Resources Department and highlighted the mission of the Human Resources Department; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated challenges and opportunities; expenditure budget summary; Professional & Administrative Services and total budget summary.

Police Chief Melissa Klawuhn and Commander Justin Rogers provided an overview of the PPD and highlighted the mission of the PPD; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated opportunities and challenges; expenditure budget summary; Professional & Administrative Services and total budget summary.

Interim City Manager Evans provided an overview of the Public Works Department and highlighted the mission statement for the Public Works Department; FY 2025/26 accomplishments and staffing; and FY 2026/27 goals; anticipated opportunities and challenges; budget summary; Professional & Administrative Services and total budget summary.

A recap of the Preliminary Long-Term Financial Forecast (LTFF) was also provided, with Interim City Manager Evans to work with the City Council in any form, whether through an Ad Hoc Committee or otherwise, to develop what he described as a “yellow brick road plan” identifying cuts or revenues to ensure a balanced budget.

Interim City Manager Evans offered examples where deficits could be identified to minimize the use of one-time funds, which he hoped to discuss further with the City Council at a future meeting.

In terms of next steps, staff would continue to refine the budget throughout the development process in order to prepare a structurally balanced budget. The Preliminary Proposed FY 2026/27 Operating and Capital Budget was scheduled to be presented to the City Council on May 5, 2026.

Responding to questions from the City Council, on each of the City Department presentations, as they were presented, City staff present clarified the following:

- The PowerPoint presentation would be made available to the City Council and the public. (Toms)

- If the City did not account for the $3.4 million that would be transferred-in to balance the budget, the current budget gap of $909,000 would be added to the $3.4 million total, and the budget gap would be $4.3 million. (Martinez-Rubin)

- Compliance with Senate Bill (SB) 707, open meetings: meeting and teleconference requirements, was currently being worked on by the City Clerk. It was anticipated a report would be presented to the City Council soon at a future meeting. (Sasai)

- An increase in expenditures for software subscriptions and equipment at $20,000, as shown for the IT Department for this fiscal year, was clarified. Staff identified the trend of increases in software subscriptions by at least five percent each year for existing subscriptions, which may be due to the procurement of new software and examples were provided. The $20,000 increase was about the same as in previous years. The firewall replacement and fiber evaluation costs over $100,000 for both combined included a five-year subscription for the firewall replacement. The costs for the fiber evaluation were for an initial evaluation. While one, three or five-year licenses were available for the firewall, a better deal was a five-year subscription upfront. (Sasai)

- Strengthening cyber security had been identified as one of the IT Department goals for FY 2026/27. Staff acknowledged specific steps would be taken but could not be detailed at this time. (Sasai)

- For the IT Department the City was required to have some network on-site and in terms of cloud storage it would depend on the backup strategy. There had been dramatic cost increases with on-site cloud storage due to global demand. Staff acknowledged a request for a cost benefit analysis to having cloud-based storage. Staff clarified most new software that was being procured was not hosted on the premises which involved most of the cloud storage costs. (Mayor Tave)

- With respect to compliance with SB 707, staff had good conversations with a neighboring city that had done a great job with limited resources since COVID-19 putting together public meetings. Staff was preparing a proposal to submit to that city within the next couple of weeks, to provide meeting production services, which would help that city comply with SB 707, although that had not been accounted for in the revenue for PCTV at this time. (Mayor Tave)

- Staff did not have a figure of how much small cities were missing when not collecting fees from Internet services such as Netflix and other services that people used, which was a nationwide problem, where many if not all community centers and Public, Educational, and Government (PEG) stations were experiencing reductions in revenue. Staff recently joined the Alliance for Community Media, a policy committee, to discuss what type of legislation could be considered collectively to try to make some change and identify other forms of revenue where a fee could be imposed on larger corporations, with examples provided. Currently, a national bill had moved through to a technology committee and this was an issue that varied state to state. There was strong support in the State of California to look at options and there were lobbying groups already doing work. Acknowledged a request for the City Council to be kept up to date on any pending legislation on this topic. (Sasai)

- The revenues as shown for the Community Development Department equated to grant revenue received over the past year and carryover into following years as well as the collection of new fees internally for building and planning. More cost recovery had resulted in an increase in revenue. Staff clarified the total budget summary for the Community Development Department and the net operating results of $747,340 for the preliminary budget for 2026/27, as shown in the PowerPoint presentation, appeared to be a surplus, and should only be seen for one year. (Mayor Tave)

- The Community Services Department provided a number of programs and events for free and the Department operated 13 parks and seven facilities. As part of the most recent Master Fee Schedule Update, a cost analysis had been completed which separated senior services from facility rentals. While free services and events did not bring in any revenue to the City, it was hoped through the use of the City's wonderful parks, people would be interested in booking a facility for a birthday party or other events, as examples. The City's facility rentals were the most cost effective, did not require minimal staff and was a dollar amount that did not require as much needed revenue as generated. Currently, and behind the scenes, a budget exercise had been done by staff to separate that a bit better. Around two years ago, and prior to the current Community Services Director's arrival, some classes such as Zoomba had been revenue generated in the Senior Center, but that needed to be separated out as a contracted class, which would show a better cost recovery for those programs and services.

  Staff had worked with the Finance team to delineate those services to see those recoveries, which was part of the cost recovery model to be put forward for every program. Facility rentals produced the most revenue and youth programs produced slightly less. The high-impact programs included the more popular programs such as the aquatic programs, new programs for contract classes for younger people and summer camps. (Martinez-Rubin)

- In some cases, for the high-impact programs, secondary classes may be offered to expand registration. Staff was rethinking how to use underutilized facilities, such as opening up contract classes that would not require additional staffing but would fill the Senior Center, as an example, with people and services or activities at times when other programs were not being offered. (Martinez-Rubin)

- Available data was used when offering services from the Community Services Department. As an example, Rec and Roll, was an e-newsletter for recreation programs and services and staff planned to prepare an Activity Guide for this year. Staff also clarified the Master Plan for the Community Services Department had touched on ages and demographics, with the best feedback on what services the community desired to be provided, based on responses from surveys provided to the public and feedback from tabling at community events. (Mayor Tave)

- The Community Services Department provided employment opportunities for part-time staff ages 16 and above, and many high school students worked for the Department now. Information on hiring was provided at job fairs and made available to local high schools. (Mayor Tave)

- Acknowledged a request to determine the line between charging departments for some department services versus others, with staff clarifying if considering Information System (IS) charges that fell under the interdepartmental category, as an example, and were considered internal service changes for IT services. As another example, IT did not generate revenue and was an internal service department, with all revenue the IT Department received coming from other City Departments. Based on the IT systems and various departments, staff time and the like, all of those costs were applicated back out to other departments, making up an interdepartmental charge. PCTV was different, was an enterprise and operated almost like a business. It was a small enterprise as compared to the Wastewater Treatment Plant, but it generated funding from outside/external sources as well as charging the internal departments for the use of PCTV based on usage. If a City Department did not use PCTV, it would not pay for it. Everyone used IT as an internal service, and so every Department was allocated that charge. (Toms)

- The larger City Departments required the majority of time from the Human Resources Department, particularly for filling vacant positions. Most recently, the PPD required the majority of the Department's time, followed by the Departments of Public Works, Community Services and thereafter Community Development. (Martinez-Rubin)

- The radios desired to be replaced for the PPD, as shown in the FY 2026/27 list of anticipated challenges, consisted of Motorola units used by the East Bay Regional Communications System Authority (EBRCSA). (Toms)

- Milo, the PPD canine, supported full time employees (FTEs) as a therapy canine. The PPD had a canine budget and paid for training, food and veterinary costs. The costs also included a second canine as part of ongoing canine costs for Opioid detection and staff could get back to the City Council with details related to the actual line item; $20,000 had been budgeted for the PPD canine program. Staff clarified the Opioid Settlement funds were one-time funds, and would be used to purchase and train the canine and the vehicle that would be used to transport the canine. Ongoing costs included food, veterinary care and ongoing training after the one-time fees were used. (Martinez-Rubin)

- Acknowledged appreciation for staff exploring the lease model for the PPD fleet. The PPD vehicle and maintenance budget was $72,000.

- Staff clarified if the PPD were to lease 50 percent of its fleet, it would still have to provide maintenance for the other 50 percent of the fleet not included in a lease program. The PPD was currently looking at a five-year leasing program and it was clarified the PPD consistently went over the $72,000 budget for vehicle maintenance currently due to the age of the vehicles. Acknowledged a suggestion to consider a buy-back option for the fleet. (Mayor Tave)

- The Finance Subcommittee would review an analysis of the current costs for the PPD fleet versus the five-year projections and other programs and would weigh-in before making a recommendation to the full City Council. (Mayor Tave)

- Interviews had been scheduled for April 2, 2026 for a Capital Improvement Program Manager. This recruitment had been ongoing for over a year but staff currently had good candidates. A separate interview had been scheduled for the Associate Engineer position on April, 7, 2026. Through the use of some salary savings, staff had been able to publish the two positions earlier in the year in professional publications, there was a good pool of candidates and staff was hopeful the positions would be filled soon. (Toms)

- The capital outlay improvements for the Public Works Department, as shown in the Public Works FY 2026/27 Budget Summary and which totaled $1,390,000, was broken down to $425,000 for parks, $105,000 for sidewalks, $590,000 for streets and $270,000 for storm drains. The Wastewater Treatment Plant was funded by the Enterprise Fund divided by the cities of Hercules and Pinole. The total for the Capital Outlay Improvements did not include those expenses. (Martinez-Rubin)

- Project details for the Capital Improvement Plan (CIP) would be provided for the individual projects as part of a future presentation. Staff recently applied for Strategic Management Planning Program (STMP) funds and a California Office of Traffic Safety (OTS) Grant, and software investments. Staff had been very aggressive applying for grant funds and had secured Highway Bridge Program funds from Caltrans for the San Pablo Avenue Bridge Replacement. The vast majority of CIP projects were grant funded. (Martinez-Rubin)

- Whether the City was relying on grant opportunities as one-time funding sources, staff emphasized grants had been effective for the City in pursuing larger-scaled projects. As an example, the Tennent Avenue Bay Trail Gap Closure, the Highway Safety Improvements to be implemented on San Pablo Avenue and Pinole Valley Road and the San Pablo Avenue Bridge Replacement were projects the City would otherwise not be able to fund absent grants. (Martinez-Rubin)

- As part of the establishment of the Five-Year CIP that started last year, a number of projects with general upgrades had been added for street lighting, signals, signing and striping, annual programs funded by measure funds and development impact fees, and the projects would consistently and annually be subject to funding opportunities. Also, Vehicle Impact Fees (VIFs) could assist the City in pursuing additional road projects. As an example, a project to be posted on April 9, 2026, for the Pavement Rehabilitation Project was slightly over $3 million. A consultant was assisting staff in preparing the standard plans and specifications with the packet almost ready to be posted, with the project mostly funded through SB 1, the Road Repair and Accountability Act of 2017.

- The City had a lot of SB 1 funds and would be able to supplement the Pavement Rehabilitation Project as it progressed over the years. Staff also planned to pursue state funds for pavement improvements in the next round. Caltrans funded another city for improvements on San Pablo Avenue, and staff planned to apply to Caltrans to continue those improvements through Pinole. While grant funds were one-time funds, they were a good source for pursuing larger-scaled projects. (Martinez-Rubin)

- Acknowledged appreciation for the effort to hopefully fill the positions of Capital Improvement Program Manager and Associate Engineer. Acknowledged the concern staff may be relying on receiving grants too much and when the budget returned staff was asked to provide more information on the "middle work" to be done and when the grants hit there would be a surge in work. (Mayor Tave)

- As to whether the City was investing enough in preventative maintenance, staff explained that the City had been divided into five zones during the five-year CIP period. Public Works was currently completing sign replacement and in the next couple of weeks hoped to conduct pothole work in Zone 1. All of this work was proactive work before conditions further deteriorated. In addition, street lighting had been tested, with all damaged luminaires replaced, although additional lights were not being installed due to limited funding. Signage and striping plans were also being improved. During this fiscal year, staff would present a request for City Council consideration either at a meeting in April or May, for the replacement of two patrol vehicles for the PPD, purchase of a flat-bed truck for pavement markings and additional equipment for the maintenance of the soccer fields and other parks, which would save significant manpower for such activities, and allow the ability of using the technical expertise of staff in performing other maintenance needs that would be preventative. (Martinez-Rubin)

PUBLIC COMMENTS OPENED

Rafael Menis commented the public had been unable to obtain the agenda packet prior to the meeting. Since this was a workshop, he requested a time extension from the Mayor to address several questions he had on the presentation.

Mayor Tave agreed to extend the public comment given the extensive presentation.

Mr. Menis provided the following comments on the budget:

- Page 24 of the PowerPoint presentation, the City Attorney total budget summary had shown a decrease in interdepartmental charges from $292,600 to $248,180, from the FY 2025/26 adopted budget to the FY 2026/27 preliminary proposed budget, and asked staff to expand on the difference.

- Page 31, City Clerk's Office total budget summary noted on Page 30, doing a cross comparison of Professional & Administrative Services, it had been flat from the current year to the FY 2026/27 preliminary proposed budget, but looking at the total budget summary on Page 31, there was an increase of about $110,000 in total expenditures from the FY 2025/26 adopted budget to the FY 2026/27 preliminary proposed budget, and asked for more detail on the cause for the increase.

- Page 34, City Council, Professional & Administrative Services, noted a spike of about $8,000 in costs for this year and also in the current year adopted budget for Professional and Technical Services for subcategory 421, and a split of the additional $37,000 roughly in travel costs between the various Council members, and asked for clarification.

- Page 44, the City Manager's Department had shown an increase in dues, administrative expenses, office, travel costs and professional and technical services expenses and while some of that had been addressed in the prior page (Page 43, the outlay), asked for more detail on the consulting services costs and asked if it was mostly for the new City Manager recruitment process. As to the office expenses costs, asked if the decrease in the FY 2025/26 budget was due to the Acting/Interim City Manager, or other causes, since compared to other years, $22,000 was more equivalent as compared to $10,000 currently; and likewise for travel training and meeting costs, which was higher than prior years when there was a fully staffed City Manager. Asked about the costs allocations assuming they were relatively low cost in the current year due to the Acting/Interim City Manager not triggering most of those costs.

- With respect to dues, publications and advertising, as a cross comparison, in FY 2024/25 it was $765 and in FY 2026/27 it would be $4,275, and in the preliminary proposed budget for that item he was uncertain whether some was allocated out for the recruitment process or whether there were new dues that had not been charged in prior years; and administrative expenses he assumed would be roughly the same for the current year to date, relatively less due to the preliminary budget being somewhat more, and was curious about the FY 2024/25 charge on administrative expenses.

- Page 53, for the IT Department FY 2026/27 expenditure budget summary, commented on the way the page had been formatted, with a green colored box around Professional & Administrative Services. Was unsure whether that was intended or was a formatting glitch or intended to indicate some particular costs that were worth highlighting. For the expenditure budget summary, noted in a lot of other departments there was Information System (IS) charges it was assumed would ordinarily show up on that page, but if going to the Community Services expenditure budget on Page 84, the IS charges were shown at $68,000 and as a positive charge.

- In the IT Department the IS charges were shown as a positive charge, but Page 56 had shown the total reimbursements versus total expenditures being canceled out. Asked if it was just because this was the expenditure budget that the IS charges were noted differently, questioned whether it was a formatting thing since the total expenditure budget was less than the interdepartmental charges listed on Page 53, and it seemed as if something was missing, whether formatting or the ways the various numbers added up and needed to be clarified.

- Page 64, for the PCTV Department, the expenditure budget summary for FY 2026/27 had shown the same formatting concern as with the IT Department and noted the breakouts for basically subitems were in different colors and were formatted differently.

- Noted the utility costs for PCTV were substantial given the nature of the broadcasting and the costs inherent in that as compared to other City departments that were much larger in terms of salaries and wages with lower electricity costs.

- Page 65, again commented on the formatting issue with the use of green colored boxes.

- Page 66, the Communications Director noted most of the contract cancellation happened three to five years ago, with revenues from external sources, as noted, as $210,000 in FY 2023/24 and then it dropped to $125,000 in FY 2024/25, and $115,000 in the adopted budget, and shown as the adopted budget and not the year to date actual, as seen sometimes in this column. The preliminary budget had shown $85,000, with an ongoing decline in external sources, which was a point of concern and worth highlighting for City Council consideration.

- For the Community Development Department, the expenditures category for Professional Services had shown a charge of about $1 million for grants/cost recovery contracts. Asked whether the charges were paid to implement the grants which were also offset by the grants, or whether the charges were paid to the grant seeking contractor and the line item should be clarified. Noted the administrative credits had shown a chunk of administrative credits and asked what categories fell under administrative credits for the Community Development Department.

- Page 76, there was an increase overall in the Community Development General Fund revenues with a shift from FY 2024/25 to the FY 2025/26 adopted budget, which was due to the Master Fee Study to go along with the increase in expenditures, but there was anticipated increases in revenues about a third in the current year's preliminary budget and a decrease in anticipated expenditures, and asked for more detail.

- Page 75, there was a split out for the Building and Planning Professional and Administrative Services subsegment, and while he knew on the revenue side of that they were not listing that other than the General Fund total budget summary.

- On Page 77, it had shown the revenues and asked if the City actually anticipated getting contract completion revenues since there were various court rulings where the City could not get certain forward-facing revenues before actual Certificates of Occupancy (COO) were issued. Questioned whether it was anticipated the $3 million effectively in building and planning revenues was mostly the completion triggers for those various outstanding costs the City had already incurred on itself. Asked whether it would be possible to have a third page since it looked like if parsing the information properly, the General Fund total budget summary was separate from the Community Development total budget summary, but the Community Development total budget summary was not including the General Fund summary but more of a subsegment looking at the building and planning fee-based supports. Asked if it would it possible to have net operating results combining both the General Fund and the building and planning fund budget summaries, for a cross comparison of the two more directly.

- Page 82, for Community Services, commented on the increased revenue through facility rentals and noted as someone who recently rented a City facility, asked if that bullet point item also included the City considering the rules around facility rentals and the limitations on the certain types of rentals that could be implemented based on those rules, and the variables in those rule implementations for facility rentals versus City funded events. Noted the gazebo at Fernandez Park had numerous outlets and seemed to be designed for providing amplified sound, although the City banned all amplified sound in facility rentals and parks at the present time.

- Page 84, for Community Services, noted the property taxes listing which was not seen for the other expenditure budget summaries and asked if that was because of the segments of property tax the City owed to the other taxing agencies for the segments of land that the City owned itself, or for some other reason.

- Page 86, for Community Services, the Professional and Technical Services had shown an increase of about $37,000 from the current fiscal year budget, which was not directly addressed during the presentation, and asked for a follow-up.

- Page 87, for Community Services, noted a spike in program revenues in FY 2024/25 for the Community Services Department as a whole which leveled off after that to about $520,576. Asked for more detail of the cause of that spike in revenues and to the extent that was replicable or not in future years.

- Page 93, for the Finance Department, commented on the decreases in several categories of about $40,000 in Professional and Technical Services, about $1,000 in office expenses and an increase of about $2,000 in travel training and meeting costs, and a decrease of about $10,000 in administrative expenses. Asked for more information on the increase in the travel and training and meeting costs and the decrease in Professional and Technical Services.

- Page 101, for the Human Resources Department, noted the increase in Professional and Technical Services costs of about $31,000 and increase in dues, publications and advertising from $700 to $2,200, and asked of the causes.

- Page 110, for the Police Department, noted the substantial administrative credits for the PPD and asked for more detail as to what generated those credits, whether it was PPD services provided to the Community Services, Public Works Departments or other reason to cause the administrative credits to be generated, since they were not seen as often in the various other expenditure budget summaries.

- Page 115 for the Public Works Department, as to the FY 2025/26 accomplishments, specifically the replacement of stormwater and sewer projects including the Delores Court stormwater pipe, the Pinion-Orleans sewer lines and associated road repairs, and Fernandez Park sewer lateral, noted there was some rain today, with some water gathering along some of the repair points that was highlighted for staff, and while it may be default settlement, it could be a potential pothole issue that Public Works should review.

- As to ADA compliant curb ramps and public safety throughout the City, commented today he had noticed someone driving a motorized wheelchair going the wrong direction down the street in part of a segment that did not have a sidewalk between the edge of the roadway, and the individual was driving semi-in the street to move through the area, which was potentially an issue with that sidewalk gap, and wanted to bring it to the City's attention.

- Page 119, for Public Works as to road improvements and given available resources, understood the City Manager had requested $1 million extra on top of the effective $4 million deficit to fund road improvements and wondered whether that would be allocated primarily to the highest need road improvements to getting through the segments of roadway the City was working on in Regions 1 through 5 more quickly, to address incidental challenges and to try to deal with arterial conditions, since San Pablo Avenue continued to deteriorate and was more noticeable during the rain and road decay in the Pinon/Appian Way intersection in the north facing region and potholes developing in that area.

- Financial uncertainties were highlighted and the effective inflation, tariffs and other factors in rising construction costs, including materials and transportation costs and regulatory changes on the federal level. It was important for the City Council and the public to be aware that partisan actions taken at the federal level could have an impact on the costs that the City faced both directly and indirectly.

- Page 120, Public Works, budget summary for FY 2026/27, the administrative credits of $2.15 million, asked about the cause for those credits and asked for more detail on the substantial administrative credits for that segment and wondered whether under third party contracts any of that linked into the facilities and equipment maintenance, or whether that was entirely in-house for the Public Works Department.

- Page 123, Preliminary LTFF Recap, had shown the current plan for the Section 115 Trust to go down to nil by FY 2029/30 and having the new revenue cuts to offset the increasing structural surplus/deficit, but was unsure of FY 2026B and FY 2027F, and when they were looking at the FY 2026/27 budget, how that was split within this report, whether it would be calculating half of the FY 2027F structural surplus/deficit, as in FY 2026B or whether it was FY 2027F or the FY 2027/28 fiscal year. Asked for clarification, how all of that was broken out since it was currently unclear. If the City wanted to have the Section 115 Trust be more sustainable, asked what level of revenue cuts would be required and offered examples. At present, it looked as if the plan was not to do cost shifting away from the Section 115 Trust, the plan was to continue the current segment for draw down of the Section 115 Trust to zero by the end of FY 2029/30.

PUBLIC COMMENTS CLOSED

In response to Council member Martinez-Rubin, Finance Director Guillory clarified the reference to FY 2026B or FY 2027F, in the Preliminary LTFF as an example, B stood for budget and F for forecast.

Council member Martinez-Rubin verified with the Interim City Manager that his reference to eight percent growth was year over year. She understood that eight percent growth had come from the numbers in the Preliminary LTFF based on a forecasting tool, and based on what was known today, and commented there was a projected increase from today to the next fiscal year of five percent expenditures and operations overall and nine percent increase in pension and other Post Employment Benefits (OPEB), five percent in professional services, etc. She asked where the eight percent year over year had come from and understood the numbers had been calculated and used in the Preliminary LTFF, but asked why the eight percent was used and not something different.

Interim City Manager Evans explained that the eight percent had come from the data received from the County for the increase in the past year for projecting the next year. In future models, a column of assumed growth percentage could be added and identified with a tab. In certain cases, the California Public Employees' Retirement System (CalPERS) provided projections over the next several years, which could be different from health increases, which since 1960 had been 8.1 percent. All of that and the salary area could be labeled if there was an assumption of one, two or three percent growth in salaries, so it was clear to see those assumptions.

Finance Director Guillory further clarified the eight percent had been related to the Contra Costa County Fire Protection District (CCCFPD) contract only, with the five percent overall, the net of increases and decreases of flat growth in various areas, which net out to an overall five percent increase in the General Fund.

Council member Martinez-Rubin understood the CCCFPD contract was one of the major cost drivers, which was why the eight percent was being used.

Finance Director Guillory clarified again the eight percent was only being used for that particular line item.

Council member Martinez-Rubin asked if everything was being captured since the projected percentages of increases in other areas of services varied, but overall, they were higher than the percentage of revenues projected.

Finance Director Guillory clarified for salaries and benefits there was a three percent increase, and it depended on the category. Overall, it netted out to a five percent increase in the total budget from the current fiscal year to the projected FY 2026/27. There were some areas where there was flat growth, or lower growth that was not at the eight percent. The CCCFPD contract made up a good portion of the professional and administrative services and drove that category up a bit but there were some areas where it was not growing at that same rate.

Council member Martinez-Rubin asked for confirmation or otherwise to inform the City Council and help the public understand the recurring revenues projected, whether or not they would be sufficient to cover projected expenditures in the long-term or five years from now.

Interim City Manager Evans commented there needed to be some course corrections and he would strongly suggest some course corrections or prioritization on some of the expenditures.

Council member Martinez-Rubin also would like to have a visual to show the trend in the City's use of fund balance levels over the past five years since they had drawn from that, and the fund balance levels had been available over the past eight years since she had been on the City Council and there had not been a major expense and the money was saved and rolled over but had been dipped into and she wanted to see that information. Also, she would like to see a future discussion about how vulnerable the City budget was to economic downturns, which was the context in which the City was operating. Additionally, the next time the Department Heads provided a perspective whether spending patterns or projected expenditures for at least FY 2026/27, reflect what they had heard as the community's priorities in their respective departments. Further, she had heard time and time again, the City's major fiscal risks and she noted the aging infrastructure was one, and she would like to know about the others, and whether the City had dedicated reserves for emergencies or disasters.

Council member Sasai thanked staff for working on the budget. He referenced the Interim City Manager's recommendation for two Ad Hoc Committees; one for infrastructure and transportation and the other helping with the process of drafting the budget as it goes through the process. He asked the Interim City Manager and Assistant City Attorney, whether a motion could be considered at this meeting.

Assistant City Attorney Mog advised direction could be provided whether to create an Ad Hoc Committee, which could be placed on a future agenda for creation.

Council member Sasai understood appointments to an Ad Hoc Committee, if established at the next City Council meeting, would occur at a subsequent City Council meeting.

Assistant City Attorney Mog clarified the establishment of an Ad Hoc Committee and appointments to the Ad Hoc Committee could be considered at the same meeting, and it could be agendized in that way.

Council member Sasai looked forward to more discussion on the budget, and seeing how it would evolve over time in the next few months. He commented the City Council had adopted an amendment to the Reserve Policy in 2025. Previous City Councils had left the City Council a hefty Reserve Policy at 50 percent, well above what other localities have had, and there had been a pattern to cut where they could and backfill on the Reserve Fund, and decreasing it a few percentage points each year. For this year, the reserve was at 25 percent, and the City did not enjoy the same luxury as before, which needed to be kept in mind. He also looked forward to more conversations around the CCCFPD contract to see where it could be amended.

Council member Toms suggested it was important to have the CCCFPD contract under control. There were several areas in Pinole that already had a distribution for the CCCFPD and they were paying them twice. She referred to the unincorporated areas of Montalvin Manor, Tara Hills and Bay View that Stations 73 and 74 were covering, and the CCCFPD was receiving a distribution of taxes to CCCFPD from those areas. It was important to work with the County officials that came up with the contract amount to see about getting that under control. Also, it was important to consider at the beginning of 2025, the City Council set priorities for the year, but that was not done for this year. She suggested the City Council had done a good job figuring out its priorities but had diverted away from them.

Council member Toms added that it was also important to look at the long-term health benefits for retirees, whether it could go to a two-tier system or what that looked like, which should be underway as soon as possible since the situation was not sustainable.

As to the Ad Hoc Committee, Council member Toms noted the Finance Subcommittee was comprised of the Mayor, Mayor Pro Tem and City Treasurer, and it made sense to go through that subcommittee or a part of those people sitting on a subcommittee to go through the budget, and she would stress that she was looking at the budget for Community Development versus the City Council since the City Council's travel budget was four times the budget of the Community Development Department, which had ten employees who needed to keep up their credentials for building inspection, planning credentials and the like, and that needed to be kept in mind. She asked the Finance Subcommittee to really take a look at that travel budget.

Mayor Tave commented on the theory of modeling a budget on reductions. He was taking an approach of the baseline established by the City Departments, and considering the maximum that could be done for this year with the absolute minimum, with three data points: a three percent reduction, a six percent reduction and a ten percent reduction, and what that would look like. He asked staff to take that into consideration when evaluating all City Departments and what that would mean in terms of service. He was seeking a balance across each City Department while keeping the baseline in sight, and whatever could be done to balance out across all City Departments.

Mayor Tave was not saying a course correction was not in order but agreed the CCCFPD contract was a great place to start with the City on year three of the contract, and start thinking about negotiating and what the next five years may look like. He agreed there were some things that had changed over the past three years that needed to be included in the negotiation with the CCCFPD. He again asked staff to go back, take a look at the budget, and find out what those models would look like. He suggested this meeting offered a hard start on having these conversations.

7. ADJOURNMENT to the Regular City Council Meeting of April 7, 2026 in Remembrance of Amber Swartz.

At 8:38 p.m., Mayor Tave adjourned to a Regular City Council Meeting on April 7, 2026 in Remembrance of Amber Swartz.

Submitted by:

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Heather Bell-Spears CMC
City Clerk
Approved by City Council:

CITY COUNCIL MEETING
MINUTES
April 7, 2026

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

The City Council Meeting was held in a hybrid format (in-person and via Zoom videoconference and broadcast) from the Pinole Council Chambers, 2131 Pear Street, Pinole, California. Mayor Tave called the Regular Meeting of the City Council to order at 5:30 p.m. and led the Pledge of Allegiance.

2. LAND ACKNOWLEDGEMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov. Code § 87105.

A. COUNCILMEMBERS PRESENT

Anthony Tave, Mayor
Devin T. Murphy, Mayor Pro Tem*
Norma Martinez-Rubin, Council Member
Cameron Sasai, Council Member **
Maureen Toms, Council Member
*Arrived at 8:34 p.m. and Remote Attendance@140 E. Shaw Avenue, Fresno, CA 93710
**Arrived after Roll Call

B. STAFF PRESENT

Garrett Evans, Interim City Manager
Melissa Klawuhn, Police Chief
Eric Casher, City Attorney
Lilly Whalen, Community Development Director
Heba El-Guindy, Public Works Director
Kapil Amin, Sustainability Project Manager
Roxane Stone, Deputy City Clerk

Deputy City Clerk Roxane Stone announced the agenda had been posted on April 2, 2026 at 3:00 p.m. with all legally required written notices. Staff requested the continuance of Consent Calendar Item 9C to a future date. Written comments had been received in advance of the meeting, distributed to the City Council and staff, posted to the City website and made available to the public to view in the Council Chambers.

Following an inquiry, the Council reported there were no conflicts with any items on the agenda.

4. CONVENE TO A CLOSED SESSION

A. CONFERENCE WITH LABOR NEGOTIATORS

Gov. Code §54957.6
Agency designated representatives: Interim City Manager Garrett Evans, City Attorney Eric Casher, Human Resources Director Stacy Shell and Gregory Ramirez, IEDA
Employee organizations: AFSCME Local 1

B. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Gov. Code §54956.9(d)(2) or (d)(3)
Number of potential cases: 1

PUBLIC COMMENTS OPENED

Deputy City Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

At 6:16 p.m., Mayor Tave reconvened the meeting into open session. There was no report from the Closed Session.

Mayor Tave moved to Item 7, Reports & Communications at this time.

7. REPORTS & COMMUNICATIONS

A. Mayor Report: None

1. Announcements: None

B. Mayoral & Council Appointments: None

C. City Council Committee Reports & Communications

Council member Toms reported she attended the East Bay Wildfire Government Coalition meeting and would serve as the Vice-Chair with Janani Ramachandran, Council member from the City of Oakland to serve as Chair.

Upcoming meetings would include discussions about a public information campaign, as related to the City of Berkeley having initiated a Zone Zero Policy, prior to what the State planned to propose, and what that meant to homeowners in the High Fire Severity Zone.

Council member Toms attended a meeting of the East Bay Regional Communication System Authority (EBRCSA), which considered adoption of a resolution authorizing the Board Chair to sign a Letter of Support for the Federal Community Project Funding Application to acquire two new Radio Sites on Wheels, to be used in the event of a major emergency where a site was taken out of commission and which could be deployed to an area of concern. She also served as the Alternate to the Association of Bay Area Governments (ABAG), that recently approved the Final Plan Bay Area 2050+, an overview of the regional plan for transportation, housing, economic development and environmental resilience, which had been under development since mid-2023, and authorized a $2.3 million contract for restoring Wildcat Creek on behalf of the San Francisco Estuary Partnership. She also attended the Contra Costa Mayors Conference.

Council member Sasai reported he attended the League of California Cities Environmental Quality Policy Committee, with an overview of the California Global Biodiversity Alliance, and legislation with committee recommended positions on Assembly Bill (AB) 1642, Senate Bill (SB) 1417, AB 2013, AB 1138 and AB 2266, with information on all legislation available online. He also attended the West Contra Costa Transportation Commission (WCCTC) meeting, with a discussion of the election of a secondary alternate representative to the Contra Costa Transportation Authority (CCTA) when Cesar Zepeda, Council member from the City of Richmond had been appointed; received an update on the Richmond Ferry Service with a six percent fare increase proposed for Fiscal Year (FY) 2026/27 for the Richmond route; and additional updates. At the same meeting, the Pinole Public Works Director provided a project update on the Bay Trail Gap Closure Project and the San Pablo Avenue Bridge Replacement Project.

Council member Sasai was pleased to see the San Pablo Avenue Bridge Replacement Project include Class IV Protected Bicycle Lanes as part of the project, and he hoped the City Council would have input on the design at some point to ensure bicycle lanes included physical barriers to protect bicyclists and pedestrians on the bridge. As someone who frequently bicycled the trail, he was pleased to see the Bay Trail Gap Closure Project move forward, particularly since the gravel was currently unsafe for bicyclists.

Council member Martinez-Rubin reported she attended a Statewide Annual Conference hosted by Water Education for Latino Leaders, with a number of researchers, advocates, representatives from water districts and others, to provide a number of presentations informing and building awareness of issues in the way water was used, issues facing infrastructure and how aging infrastructure throughout the state was at a point of needing a number of repairs, which would affect overall water rates and which particularly impacted those living in urban areas. Of the total water used in the State of California, 10 percent was used by urbanized areas and up to 80 percent in agricultural fields. She added that land subsidence may affect some of the City's buildings and may have been considered by Public Works Department staff and staff at the Pinole-Hercules Wastewater Treatment Plant, since the area was prone to flooding. She would share the information she received with the Public Works Department.

Council member Martinez-Rubin added she attended the Contra Costa Mayors Conference, hosted by the City of Concord, with a presentation from the Director from the South Bay Coalition to End Human Trafficking and who detailed responses to a request for assistance from the government and members of the public to end human trafficking, not only sexual abuse but labor abuses as well. There were concerns that the upcoming Fédération Internationale de Football Association (FIFA) World Cup in the Santa Clara area in June and the venues for the events may present an opportunity for an increase in trafficking. She displayed stickers that would be part of a campaign offered by the South Bay Coalition to End Human Trafficking which could be posted in restrooms and public locations, and which included a QR code, so that persons who may need help may contact the resources near them. The information was available in multiple languages.

D. Council Requests for Future Agenda Items

ACTION: Motion by Council member Sasai/Mayor Tave to direct staff to return with a resolution and Letter of Support for Senate Bill 1216, which established a housing leadership designation to recognize and reward cities and counties that had achieved measurable success in building new homes, and that staff note in the resolution and Letter of Support the fact the City of Pinole was among the first few cities in the State of California to earn the Prohousing Designation.

Vote:	**Passed**	**4-0-1**
	Ayes:	**Tave, Martinez-Rubin, Sasai, Toms**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**Murphy**

ACTION: Motion by Council member Sasai/Mayor Tave for the City Council to present a proclamation for Dolores Huerta Day (April 10) at the next City Council meeting.

Vote:	**Passed**	**4-0-1**
	Ayes:	**Tave, Martinez-Rubin, Sasai, Toms**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**Murphy**

ACTION: Motion by Council members Martinez-Rubin/Sasai to direct staff to research the availability of the stickers from the South Bay Coalition to End Human Trafficking, so they could possibly be applied to the public restrooms in the City of Pinole and other locations, to allow the City to support the campaign regarding the prevention and resource assistance to persons at risk of being trafficked.

Vote:	**Passed**	**4-0-1**
	Ayes:	**Tave, Martinez-Rubin, Sasai, Toms**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**Murphy**

E. City Manager Report / Department Staff

Interim City Manager Garrett Evans reiterated as the Deputy City Clerk reported, that staff requested Consent Calendar Item 9C be pulled from the agenda to be considered at a future date.

F. City Attorney Report: None

PUBLIC COMMENTS OPENED (Items 7A through 7F)

Deputy City Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

The City Council returned to Item 6.

6. CITIZENS TO BE HEARD (Public Comments)
Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.

Peter Murray urged everyone to vote no on Measure D. He otherwise commented he received a telephone call from a resident who had to travel around the City on a scooter and who reported the bridge between Trader Joe's that connected to Sarah Drive was in such bad shape he thought he would be injured and his scooter damaged. He hoped the Public Works Department could review the situation. He also asked the City Attorney if a Council member puts out something detrimental to a citizen whether the citizen had the right to sue a sitting Council member. He welcomed a response from the City Attorney after the meeting. He also saw glimpses of things which happened in the past, such as in 2008, being repeated, like the firing of the City Manager and creating chaos in the community. He cited the upcoming ballot measure for Measure D and the firing of last two City Managers, as having created chaos which was inappropriate.

Debbie Long reported during the March 24, 2026 Special City Council meeting during the discussion of Commercial Cannabis, the Mayor Pro Tem stated "We need to educate people who have held power in the City before." Based on those comments, she was of the opinion the Mayor Pro Tem was referring to the former Mayors who had been present in the audience during the meeting, which he had confirmed. She found what the Mayor Pro Tem meant by his statement was "let me educate you because I'm right." She also commented on the Mayor Pro Tem's use of the word "power" and commented because of his role as a Council member he was of the opinion he had power over the people. This was sad, because the primary role of Council members was to serve the community, not act like the all-powerful Wizard of Oz. She suggested a no vote on Measure D because the Mayor Pro Tem claimed this was a choice, Measure D, an Elected Mayor and democracy was at play, when it was really about being more powerful in a greater leadership role in the City.

Ms. Long commented the Mayor Pro Tem never quantified how an Elected Mayor would serve the community better than the current system of a Rotating Mayor, other than to declare there would be more accountability to the public and the Elected Mayor would be directly responsible for projects. She asked how that could be when the Mayor Pro Tem had declared on Nextdoor, that he would have no more power than any other Council member. She asked that people not be fooled, this was a power grab, and while it may be whitewashed going in, all responsibilities and salary could be given over and increased with a majority vote of the City Council, just like what had taken place in wasting $55,000 plus staff time by putting Measure D on the ballot. She urged a no vote on Measure D.

William Horton opposed Measure D for a directly Elected Mayor as a waste of $55,000, which money would not enhance police, fire, parks or streets. Measure D would not guarantee any new budget funds, or new ideas, would not limit the future costs of the Mayor's salary or specify term limits, which Council members had already discussed at 12-years. While he opposed term limits in 2018, he was in favor of Council and Mayor term limits having learned at the March 31, 2026 City Council meeting that the City had a deficit of over $3 million. Through the Mayor, he asked the City Attorney to clarify whether a directly Elected Mayor would be subject to term limits.

Jennifer Horn also referenced Measure D, to be considered on the June 2, 2026 ballot. She reported the public would soon see No on Measure D signs throughout the City. She would vote no on Measure D because it changed the government structure of the City from a Rotating Mayor to an Elected Mayor. She saw no need for the change, or heard anything that would persuade her to vote yes. She responded to comments that the current structure was archaic, but based on comments from a Nextdoor poster, labeling something archaic did not make it true. She also heard it was not about replacing the voters voice but she was unsure about that rationale.

Ms. Horn stated that three Council members voted to place the measure on the ballot despite the unanimous opinion of Pinole voters who had raised their voices to oppose the expenditure of $57,000 to place the measure on the ballot. She suggested they were replacing the voice of the voters. Pinole voters were also told they would have an expanded voice with an Elected Mayor as opposed to a Rotating Mayor, since an Elected Mayor stemmed from an election rather than an appointment; however, it was pointed out Pinole voters elected City Council members who were eventually appointed Mayor. Under the current structure, Mayors had greater authority, both elected and appointed. Those arguments in support of an Elected Mayor made no sense, did not justify a wholesale change in a government structure that had been in place for 100-years and which a vast majority of California cities employed and that Pinole voters knew and had no problem with.

Ms. Horn emphasized that had been brought home to her by the results of a recent survey of Pinole voters where the current government structure was not mentioned as an area of concern. There was unanimity of Pinole voters that no change to the current government structure was warranted and that taxpayer funds would be better spent on issues of concern like road conditions, parks and public safety. She found no argument could be made that the voters of Pinole were clamoring for this, because they were not, and there was no reason to vote yes on Measure D. She encouraged all Pinole voters to look at the June 25, 2024, December 2, 2025 and January 20, 2026 meeting minutes of the City Council meetings, and review comments from their neighbors as contained in the agenda packets, and see if they could find a good reason for this wholesale change.

Ms. Horn added that those in support of Measure D had provided no argument in support, which was the most telling evidence of all.

8. RECOGNITIONS / PRESENTATIONS / COMMUNITY EVENTS

A. Proclamations

1. Parkinson's Awareness Month

The City Council read into the record a proclamation recognizing the month of April as Parkinson's Awareness Month.

2. Autism Acceptance Month

The City Council read into the record a proclamation recognizing the month of April as Autism Acceptance Month.

3. Arab American Heritage Month

The City Council read into the record a proclamation recognizing the month of April as Arab American Heritage Month.

4. National Pet Day

The City Council read into the record a proclamation recognizing April 11, 2026 as National Pet Day.

Council member Sasai reported the website for Contra Costa County at contracosta.ca.gov, included a link to the Contra Costa County Animal Shelter, which provided a list of available animals for adoption. He urged people to adopt, not shop.

At this time a member of the public wanted to speak under Citizens to be Heard, which had been closed.

In response to an inquiry from the Mayor, City Attorney Eric Casher confirmed public comment could be reopened.

Mayor Tave reopened the public comment to allow for comments not on the meeting agenda and since he had reported prior to going into Closed Session, the City Council would return at 7:00 p.m.

PUBLIC COMMENTS OPENED

Richard Cossel, asked why the City had a Sustainability Project Manager, which he understood was a new position. Given the City's budget issues and since the position was unusual for a city the size of Pinole, he asked the Interim City Manager to review the need or necessity of the position moving forward.

PUBLIC COMMENTS CLOSED

B. Presentations

1. Clean California Community Designation Sign Unveiling and Installation Suggestions

Interim City Manager Evans introduced Sustainability Project Manager Kapil Amin. He clarified the position of Sustainability Project Manager was a growing field where cities of all sizes needed to address this topic. He stated the City of Pinole was lucky to have Sustainability Project Manager Amin.

Sustainability Project Manager Kapil Amin provided a PowerPoint presentation on Clean California Community Designation Sign Unveiling and Installation Suggestions, which included an overview of the background of the Clean California Community Designation and with the City of Pinole one of the first 30 communities statewide to earn that designation. He clarified for the record that the City recently received confirmation from Caltrans that the signage could not be placed on freeway on- or off-ramps, so the PowerPoint presentation was modified with suggested locations for signage at this time to include the cross section of San Pablo Avenue and Oak Ridge (between Appian Way and Tennant Avenue) and Bayfront Park (past the railroad tracks). Staff was open to suggestions where the signage could be placed and feedback from the City Council was sought. The sign was also unveiled to the City Council at this time.

Responding to questions from the City Council, Sustainability Project Manager Amin, Community Development Director Lilly Whalen and Public Works Director Heba El-Guindy clarified the following:

- Only one sign would be installed. Acknowledged recommendations to consider placement at the entrance to the creek trail on Henry Avenue at the creek crossing, behind Sprouts or behind the crossing of the railroad tracks, Pinole Valley Road at Henry Avenue if feasible, on the triangular area in front of Collins Elementary School and the split at Tennent Avenue and Pinole Valley Road where the City posted events or anywhere where vehicles and a trail intersected. (Toms)

- Where litter was more prevalent was identified as hot spots in the City's commercial shopping areas and near the I-80 ramps, which was being addressed by code enforcement. (Sasai)

- The intent was that the sign be installed within the City's right-of-way (ROW) with the surrounding area to be maintained and to ensure the City would not have to obtain an encroachment permit. No action was being requested for the placement of the sign other than feedback from the City Council at this time. (Sasai)

- Acknowledged a request for greater effort from drivers and passersby to not litter the area, specifically at the off-ramp traveling east at Appian Way, and acknowledged appreciation for the City Council and Friends of Pinole Creek Watershed for its work with staff on this designation, which met one of the City's goals as a thriving city. (Martinez-Rubin)

PUBLIC COMMENTS OPENED

Deputy City Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

Mayor Tave commented on the volume of trash from the freeway that collected along Pinole Valley Road. He asked if there was some type of fencing or capture device that could be provided along the ramp, which could be relatively inexpensive and make it easier to clean the litter and ensure it was not scattered on the off- and on-ramps. He asked if there had been any effort between staff and Caltrans on this issue.

Public Works Director El-Guindy reported staff had been in communication with Caltrans and had placed multiple work orders for cleanup. Caltrans was a large organization and responses were not that fast. She suggested fencing was a good idea that could be pursued if that was the direction of the City Council.

Mayor Tave did not want to install the sign and still have the same issues.

Council member Toms reported a year and a half ago, the City submitted a letter to Caltrans, copied to state legislators but there had been no response from Caltrans staff. The City of Pinole requested permanent trash capture fencing over the creek on the on- and off-ramps of Pinole Valley Road and she had brought this up when speaking with Senator Jesse Arreguín. She provided a copy of the letter sent to Caltrans to Senator Arreguín's staff and did the same when she had recently met with Assemblymember Buffy Wicks in December. To date, there had been no concrete response from Caltrans other than the area would be cleaned up when the City submitted a work order. She emphasized a permanent solution was needed.

Mayor Tave suggested they may have to consider reviving that effort, which had been discussed for years with no traction.

Council member Sasai thanked Council member Toms for her advocacy on this issue. He would support another letter to Caltrans, and it would be good for Supervisor John Gioia's Office to chime in to elevate the issue. In terms of suggested placement, he suggested placing the signage in a visible area with a double purpose as a welcome sign, and possibly before or after the Burlington Northern Santa-Fe (BNSF) bridge coming in from the City of Hercules, which could be a good place in either direction, or from the City of Richmond in unincorporated Contra Costa County on the west side of Pinole on Pinole Shores or the Fitzgerald Drive area next to commercial development, if feasible. He thanked the Community Development and Public Works Directors and Sustainability Project Manager Amin for their work on the Climate Action Plan (CAP) and for securing the Clean California Community designation.

Mayor Tave asked what other resources would come from the Clean California Community designation.

Community Development Director Whalen reported the City had been offered some clean-up kits and garbage bags and may have priority access to more.

Also, the Clean California Community designation provided the City an advantage on potential grants from the Department of Transportation (DOT).

2. Coordinated Outreach Referral and Engagement (CORE): Fiscal Year 2025-2026 Update

Chief of Police Melissa Klawuhn provided the background of Coordinated Outreach Referral and Engagement (CORE), a new program for the City, which started this current fiscal year, a great partnership for the City of Pinole and the Pinole Police Department (PPD), with a lot of communication back and forth about specific individuals and concerns in the community. The City Council would be provided an update for Fiscal Year (FY) 2025/26 from Jennifer Robbins, CORE Community Response Director and Shelby Ferguson, CORE Program Director.

Jennifer Robbins, CORE Community Response Director and Shelby Ferguson, CORE Program Director, provided a PowerPoint presentation on the CORE: Fiscal Year 2025-2026 Update, which included an overview of CORE; background of the City's partnerships; a table of the housing needs in Pinole 2024/25; Community Partnership and Impact; business outreach efforts; Pinole community outreach activities; Pinole outcomes and impacts for the period of July 1, 2025 to December 31, 2025; services provided in Pinole for the period of July 1, 2025 to December 31, 2025; accomplishments for FY 2025/26 and an overview of a success story in Pinole for a formerly chronic unhoused individual.

Responding to questions from the City Council, Ms. Robbins and Ms. Ferguson clarified the following:

- The success story in Pinole for a formerly chronic unhoused individual was clarified. Since 2017, CORE periodically engaged the individual in Pinole, who briefly entered housing but returned to homelessness since the home that individual was in was not permanent supportive housing, which was imperative when moving into housing after being unhoused for years. CORE worked to help the individual maintain the housing through building life skills, which were highlighted. (Martinez-Rubin)

- CORE would come in prior to tagging an encampment for abatement and worked with local jurisdictions to mitigate any of the impacts for someone being abated and getting their items removed and having them move to a new location. (Martinez-Rubin)

- CORE could be reached through telephoning 211, with Option 3 to connect with CORE, and with options for community members, law enforcement and hospitals. CORE was available seven days a week from 7:00 a.m. to Midnight or community members may call the City of Pinole's non-emergency police dispatch number for a way to reach CORE, either through the direct CORE Team or through 211. The Quad City CORE Team was not the only team working in the City since other teams were leveraged, those that were dedicated to families, the reentry population and people with high health needs. (Martinez-Rubin)

- As related to the homeless gathering under freeway overpasses, which was Caltrans property, CORE had a great relationship with Caltrans and had received state encampment resolution grants which opened up communication channels with Caltrans. CORE coordinated with Caltrans when there was an area to be abated and offered services and engaged with individuals. While some homeless under the overpasses had been resistant to services, through CORE's persistence they were now open to speaking with and working with CORE, and through consistent engagement CORE had been able to make inroads. CORE also worked with people with high mental health and substance abuse needs and CORE's Mobile Crisis Team may be called in, if needed. Caltrans did not provide services for those individuals, and CORE was the first call for assistance in relocating to more habitable and safe locations. (Martinez-Rubin)

- CORE had 26 participants served through 46 contacts, as shown in the PowerPoint presentation for FY 2025/26 for the period of July 1, 2025 through December 31, 2025. Multiple contacts at the start built engagement and trust with the unhoused, particularly those who had lived outside for years. Those repeated contacts may include taking someone to the Department of Motor Vehicles (DMV) to get identification, a local apartment complex to fill out an application or doctor's appointment, as examples. CORE collected data on all contact provided and services given, which helped to ensure the contacts helped the individual ultimately gets into housing. (Toms)

- Of the total number of people contacted in Pinole who did not ultimately become housed, it was difficult to track, because the individual must be open to providing their demographic information in order to collect data on them, and CORE did not collect information on anyone who refused services. More times than not, through repeated engagement, an individual would open up over time. If someone did not want to provide information, an alias may be used to collect information to track the services being provided. (Sasai)

- Low income, loss of a job and disabilities were the leading causes of homelessness, and disabilities being the reason for the job loss, and therefore being homeless was not necessarily connected, since those were two separate questions on CORE's intake form. When asked what led to their homelessness, an individual could check a number of boxes. It was noted that the disabled homeless community had a much higher service need. (Sasai)

- The Quad City CORE Team was in daily communication with PPD dispatch to inform the PPD they were in the City, and if the non-emergency line was getting calls for the unhoused and there was no issue related to a criminal matter, the PPD would contact the Quad City CORE Team directly. This was used as an alternative response, diverting the PPD away from community issues that did not involve law enforcement and those referrals were taken directly from the PPD dispatch. CORE would continue to build on its work to ensure all PPD officers were aware of CORE services and CORE would continue its ongoing outreach efforts with the PPD. (Sasai)

- CORE was only within its first six months working in the City of Pinole and had no comparison point, but compared to other cities like the City of El Cerrito, CORE had similar numbers for its first six months of services. (Mayor Tave)

- Providing resources and support allowed CORE to move people inside, reducing the number of people who continued to live outside. Hopefully, in the next six months CORE would have a better data set to review year over year. As to whether there was a point when operations should be scaled up, and more help needed, it was noted the cities of Hercules and Pinole shared a third of the Quad City CORE Team. The Quad City CORE Team worked 40-hours a week, El Cerrito had 33 percent of those hours, San Pablo 33 percent and Pinole and Hercules sharing those days, so the more boots on the ground the better they were to address the need when it was coming up, with calls based on the needs coming in. Once CORE closed out the year, they could look back at 2025/26 and identify any increases. (Mayor Tave)

- When compared to other cities, the first-time homeless in Pinole was very high at 68 percent. Up to 70 percent of those contacted in the City of Pinole were first-time homeless, and it offered a great opportunity to support people to move into housing since the longer they were outside the more difficult it would be to get out of that situation. (Mayor Tave)

- The City of EL Cerrito had a Housing Security Fund, a flexible fund around $15,000 a year which supported flex-funding, short-term needs and different interventions to support the first-time homeless. A data point had shown an increase between 2024 and 2025 of homeless children, families and seniors. There was no specific data point for the first-time homeless in Pinole but information could be provided through monthly and semi-annual reports. (Mayor Tave).

- As to what resources were available to those who could potentially be homeless, CORE would like to prevent those individuals from losing housing altogether and would encourage those persons to contact 211 and request prevention resources that may help. If prevention resources were unavailable, CORE could be contacted to provide assistance in possibly preventing someone from losing their housing. (Mayor Tave)

PUBLIC COMMENTS OPENED

Rafael Menis asked whether there were any cases in Pinole where rent being raised was the cause of the individual being homeless, or the loss of a job being the cause of becoming homeless more directly. He was unsure how to match up all of the numbers as shown, specifically on Page 13 of 234 of the agenda packet for Housing Needs in Pinole. He asked for clarification on the information provided and how much of an overlap occurred between years 2024 and 2025 for the amount of lost housing in Pinole, and whether there was any data to track people in that way.

Mr. Menis also commented on the number of people CORE served, as shown on Page 20 of 31 of the presentation packet, as compared to the information shown on Page 19 of 234 of the agenda packet for FY 2025/26, for the period of July 1, 2025 to December 31, 2025. He asked whether CORE served 44 or 26 people in the reported period. As to the success story, as described on Page 20 of 234 of the agenda packet, he assumed the individual was still in supportive housing and asked for clarification since the information read as if it ended in 2025 with the person entering supportive housing. He would like assurance the individual was still in supportive housing at this time.

Ms. Robbins clarified CORE served 44 unduplicated participants, who were touched by all 23 CORE Teams in Pinole. In terms of the Quad City CORE Team, they touched 26 participants through 46 contacts. She also clarified the Quad City CORE Team made half of the contacts in the City of Pinole. As to the success story outlined in the PowerPoint presentation, that individual was still housed in deeply subsidized housing, units intended for people with some type of disability or chronic condition.

Anthony Vossbrink asked whether CORE was comprised of professionally trained people or those with special expertise who worked out in the field; whether CORE services were provided 24/7 or whether just the switchboard was operable 24/7. He commented on the problem with panhandling in the shopping centers in Pinole. He also asked whether CORE tracked the homeless who came into Pinole from outside of Pinole and asked how the public should interact with those who panhandled or people he described as nomads.

Ms. Robbins explained that the CORE outreach staff were not mental health clinicians and did not have an educational background, but were those who were compassionate and wanted to do the work. Eighty percent of the CORE Team had lived experience. CORE was not a 24-hour operation. As previously noted, CORE operated seven days a week from 7:00 a.m. to Midnight, with the majority of the CORE Teams operational Monday through Friday with limited operations on weekends. People may contact CORE by calling 211 and pressing Option 3.

As to how to handle loitering and panhandling, Ms. Robbins suggested that was a personal decision how to respond, but she would recommend services be provided and informing people how to access services. The closest multi-service center was located in the City of Richmond at the Greater Interfaith Program, where meals and light case management was available and the Bay Area Rescue Mission was also available in the City of Richmond. Additionally, CORE worked closely with local law enforcement, anything criminal in nature was not for CORE to address, but CORE did address social needs. Further, all CORE services were voluntary, no one was forced to accept CORE's services, with CORE very familiar with all unhoused community members. While CORE was persistent, if someone refused services CORE would cool off, but try again with continued engagement and where experience had found that individuals opened up over time.

PUBLIC COMMENTS CLOSED

Council member Sasai referenced the $15,000 annual Housing Security Flex-Fund offered by the City of El Cerrito and asked for more details on the program. He asked whether El Cerrito used all of the funds in the program by the end of the fiscal year.

Ms. Robbins advised the program was part of the CORE contract with the City of El Cerrito, which contracted with CORE for a service provision as a line item in its budget for the Housing Security Flex-Fund. CORE worked with El Cerrito on the approval of requests for the funds, which could be used for hotel costs or security deposits as examples, and they were able to track all checks cut to understand the funding provided. For FY 2025, there may have been some funds left. She clarified the total of $15,000 was for the first year of a pilot program. For this year, El Cerrito had increased the fund to $25,000, which she understood has been halfway spent for the year.

Council member Sasai found the PPD did a great job humanizing individuals when working with the unhoused, which was important during a time when many cities were trying to be more punitive by criminalizing the homeless and forcing treatment. He found CORE to be an essential service. He was very concerned about cuts to Medicaid, the impacts from the economy over the years and was curious to see whether or not there was a need for CORE services to be increased in the future. He looked forward to the City Council providing support where possible.

Mayor Tave thanked CORE for the presentation and he looked forward to the data from the next six-month period.

3. Update of the 2008 Neighborhood Traffic Calming Policy

Public Works Director El-Guindy sincerely thanked the City Council for the proclamation recognizing Arab American Heritage Month. She provided a PowerPoint presentation on the Update of the 2008 Neighborhood Traffic Calming Policy, which included an overview of Capital Improvement Plan (CIP) Project #RO 2506, Traffic Calming Program; the review elements including the consultation, petition process, consideration and input by the affected community, review by the Traffic and Pedestrian Safety Committee (TAPS), and consideration by the City Council; analysis and measures of the review elements, with the project to fund the installation of physical traffic calming devices to reduce or eliminate the negative effects of auto traffic on residential streets, to be achieved by causing drivers to reduce their driving speeds or to use alternative major corridors through the use of engineering solutions and the installation of physical devices. Those devices could include driver feedback signs, curb extensions, speed cushions, and roundabouts. Traffic calming plans had been developed based on data collection and analysis, as well as community outreach and consultation to alleviate neighborhood traffic concerns and community safety issues.

Responding to comments from the City Council, Public Works Director El-Guindy clarified the following:

- The 2008 Neighborhood Traffic Calming Policy would provide guidance and more flexibility in what would be considered for the corridors for both San Pablo Avenue and Appian Way, which were arterial corridors and with some segments abutting single-family homes or a commercial facility that acted as traffic generators for pedestrians/cyclists. By updating the policy, it would allow for more flexibility. The San Pablo Avenue Corridor had multiple considerations, including the San Pablo Avenue Bridge Replacement Project which affected the timing if implementing traffic calming along San Pablo Avenue, since the construction of the bridge would generate truck traffic that could potentially damage the roadway during the construction period. Staff was currently working with the County on a study for bicycle and pedestrian improvements along San Pablo Avenue, with a consultant selected to prepare the study, to be funded by a grant with the City's local match of $25,000. A request for funding would be presented to the City Council as part of the upcoming budget. The Contra Costa Transportation Authority (CCTA) was also evaluating a vision of Complete Streets corridors, one of which was San Pablo Avenue in Pinole with a consultant doing the work. Staff had already received feedback, with the study to include additional details based on associated analyses, including a multimodal segment and intersection level of service (LOS). When actual traffic calming devices were recommended they would be based on supporting analyses. (Sasai)

- $150,000 to $200,000 had been appropriated for Project #RO 2506, Traffic Calming Program for FY 2026 with the project description broad on its face, with staff having determined which projects to advance through a petition, TAPS and the City Council. Staff had a list of requests that were mainly on a first-come first-served basis, in terms of the analysis and when traffic calming was warranted they would proceed with the process including the approval process. (Sasai)

- For this year, because staff wanted to allocate additional funding to the overall Pavement Rehabilitation Project, staff prioritized those devices since they were also part of the plan to grind and overlay Shea Drive, which had a number of humps to be removed and replaced, with a number of traffic calming elements contained in the Pavement Rehabilitation Project prioritized to add funding. (Sasai)

- Staff sought feedback from the City Council on whether or not to receive the details for approval, whether as a Consent Calendar item or as a New Business item, with staff to proceed as directed. This was an informational item. The Active Transportation Plan (ATP) would come to the City Council at its next meeting. (Sasai)

- Clarified the review elements analysis for the 2008 Neighborhood Traffic Calming Policy, as shown in the PowerPoint presentation with clarification of the timeline when activities would occur, with staff proceeding with the Pavement Rehabilitation Project including traffic calming devices. Staff could bring forward at the next City Council meeting the actual track change document for review, with the City Council to opine whether to present in detail or approve as a Consent Calendar item. It was clarified the petition was a form attached to the policy for the community members to follow as a specific process and to use that form, to be applied consistently.

- As to the status of a citizen request related to concerns with a slope on Henry Avenue, the request was under review. A speed report related to the request was from 2016, and did not show speeding in the area, with no collisions within a five-year span. While the data did not support traffic calming in the area, staff would review other elements before providing a response to the request. (Martinez-Rubin)

PUBLIC COMMENTS OPENED

Rafael Menis referenced Page 25 of 234 of the agenda packet, Review Elements - Analysis, which had noted that 67 percent of motorists exceeded the 25 miles per hour (MPH) speed limit, with the 85th percentile speed higher than the speed limit. He asked for clarification what that meant in terms of the traffic calming.

Public Works Director El-Guindy explained the speed criteria was not just taking into account the percentage, changing the percentage would facilitate the calculation so that they could utilize the numbers from the speed survey into the City's analysis. There were other ways to go about it, as an example, the criterion now, simply said that 67 percent exceeded the speed limit of 25 MPH, and it would be more flexible since the speed limit could potentially be 30 MPH, and they were comparing to the speed limit.

Ms. El-Guindy stated there was also the possibility of having to say, exceed the speed limit by 5 MPH, with other provisions that could assist in how the speed criterion was utilized, not just the percentages.

Anthony Vossbrink asked for clarification when and how the different programs would be evaluated or actually approved and initiated, and whether they would be funded via grants or City funds. Nothing had been brought up or presented with respect to traffic enforcement with the assistance of the PPD, including the use of speed trailers as done in other cities. He understood the City had a speed trailer and would get another via a grant, but he had not seen any use of speed trailers in Pinole other than along Pinole Valley Road, which speed trailer was not functioning right with the current speed limit or followed up with enforcement. The speed trailer was also not protected with cones or lights during the evening. He asked why the PPD and the City could not provide more enforcement via citations with respect to traffic issues, people breaking the law, speeding, running through stop signs and red lights throughout the City, which could bring revenue to the City. He urged the City to be more aggressive with citations to help the City budget and make people aware there would be enforcement of traffic laws.

PUBLIC COMMENTS CLOSED

Council member Toms commented she was fine with receiving an update in the future on the Consent Calendar, and if there were questions, the item could always be pulled for discussion.

Council member Sasai agreed the item could return on the Consent Calendar as long as it came to the City Council for review. He noted that AB 43, Friedman, Traffic Safety, increased local control over traffic speed management, and through that legislation the City could lower many corridors and streets to 10 MPH or more. Also, two years ago a bill that failed but passed in 2025, was AB 382, Berman. Pedestrian safety school zones: speed limits, authorized local authorities to reduce school zone speed limits to 20 MPH rather than 25 MPH. He stated it would be great to have a discussion down the line where that could be possible and which applied to many spots in Pinole where there had been casualties, particularly around St. Joseph School and downtown Pinole. He thanked staff for the presentation, commented that this was a matter of life and death for many, with the rate of speed impacting the rate of survivability. He was pleased the City was focusing on this and he looked forward to this coming back in the future when there were actual projects.

Mayor Tave also favored the item coming back on the Consent Calendar as long as it came back to the City Council.

Mayor Pro Tem Murphy joined the meeting at 8:34 p.m.

Mayor Pro Tem Murphy expressed his gratitude for the staff report, which was great to hear about the projects. He commented a couple of years ago there had been a concern at Prune Street and Tennent Avenue, and a request for a pedestrian crosswalk but a study needed to happen. He asked about the status of that study.

Public Works Director El-Guindy could not recall the location and would like to check on it and get back to the City Council.

Mayor Pro Tem Murphy recalled it was part of a larger CIP project to consider crosswalks at multiple locations in the City and there had been a discussion about Prune Street and Tennent Avenue to be considered for a crosswalk but a study was needed before that could be done. He asked staff to provide an update to the City Council. He also commented if it had not already been said that the report was incredibly important, and suggested the City had not done enough justice as having it as an item on the agenda.

Mayor Pro Tem Murphy thanked the Public Works Director for prioritizing the item, but asked that the Communications Department staff work with the Public Works Department to think about how to integrate those projects into the Communications Strategy, whether through the Mayor's Report to ensure a consistent update for those projects or through The Pulse, with at least one of the projects to be highlighted once a week on social media. He found the Public Works Director had done a wonderful job moving the projects forward and her Department was doing a lot, and the City needed to support the Public Works Department to ensure the progress of the projects was being communicated and synthesized in an easy and consistent way through communications. He asked staff to work on that.

Interim City Manager Evans agreed with the comments and would speak with the Communications Team on how to start promoting the items noted.

Mayor Tave thanked Public Works Director El-Guindy for her work.

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine and noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the Consent Calendar.

A. Approve the Minutes of the Regular City Council Meeting on March 17, 2026 and the Minutes of the Special City Council Meeting on March 24, 2026.

B. Receive the March 14, 2026 – April 3, 2026 List of Warrants in the Amount of $1,142,270.19 and the March 27, 2026 Payroll in the Amount of $557,954.25.

C. Adopt a Resolution Authorizing Acceptance of $299,495 from the Caltrans Clean California Local Grant Program and Designating the City Manager as the City's Authorized Signatory for Grant Agreement Execution. ***Action: Adopt Resolution per Staff Recommendation (Lilly Whalen, Kapil Amin)***

PULLED FROM THE CONSENT CALENDAR TO BE CONSIDERED AT A FUTURE DATE

D. Adopt a Resolution Approving Side Letter Agreement to the Memorandum of Understanding Between the City of Pinole and Pinole Police Employee Association to Establish a Filling of Vacant Shifts Program. **Action: Adopt Resolution per Staff Recommendation (Stacy Shell)**

E. Adopt a Resolution Approving a Side Letter Agreement to the Memorandum of Understanding Between the City of Pinole and the Pinole Police Employee Association to Amend Health Plan Premium Contributions. **Action: Adopt Resolution per Staff Recommendation (Stacy Shell)**

F. Stormwater Utility Area Assessment for Fiscal Year 2026/2027. **Action: Adopt Resolution per Staff Recommendation (Heba El--Guindy)**

G. Adopt a Resolution Approving Contra Costa County Regional Alternative Compliance (RAC) Joint Powers Authority Participation; Approval of Joint Powers Agreement; Authorizing the Joint Powers Authority (JPA) to Establish One or More Community Facilities Districts; and Approving a Joint Community Facilities Agreement. **Action: Adopt Resolution per Staff Recommendation (Heba El-Guindy)**

PUBLIC COMMENTS OPENED

Rafael Menis provided the following comments on the Consent Calendar:

- Item 9F, noted that the staff report stated the County kept the maximum rate of charge per equivalent runoff unit at $35 since 2002, and based on inflation that would be worth $64.19 now, with the City having lost about 86 percent of the value of the assessment to inflation. He asked whether the County planned to raise the limit again, whether the County could raise the limit, whether that was limited by an outside rule or whether it was politically inconvenient to raise the rate.

Interim City Manager Evans referenced Item 9G, and explained the County was trying to come up with creative ways to raise revenues to address storm water challenges.

PUBLIC COMMENTS CLOSED

ACTION: Motion by Council members Toms/Martinez-Rubin to approve Consent Calendar Items 9A, 9B, 9D, 9E, 9F and 9G, as shown.

Vote:	**Passed**	**5-0**
	Ayes:	**Tave, Murphy, Martinez-Rubin, Sasai, Toms**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

10. PUBLIC HEARINGS: None

11. OLD BUSINESS: None

12. NEW BUSINESS

A. Receive Update on Capital Projects, Inspection and Permitting and Maintenance Operations. **Action: Receive Report (Heba El-Guindy)**

Public Works Director El-Guindy provided a PowerPoint presentation and provided an Update on CIP Projects, Inspection and Permitting, and Maintenance Operations, which included an overview of CIP projects for roads, facilities and parks, and the Pinole-Hercules Wastewater Treatment Plant related improvements.

Responding to questions from the City Council, Public Works Director El-Guindy clarified the following:

- The City had implemented curb ramps for FY 2024/25 and added six curb ramps as part of public improvements at the Appian Village Residential development, for a total of 28 curb ramps for the year. For FY 2025/26, staff accounted for the funding approved for the project, and added as part of the Pavement Rehabilitation Project, implementation of new programs along Pinole Valley Road and locations on Shea Drive and near the school, for a total of 26 additional curb ramps to maximize the use of funding by combining funding under a number of projects into one project, the Pavement Rehabilitation Project, which would increase the opportunity to get bids at reasonable prices due to the scale of the project. Prioritization of projects would be affected by a number of items including balancing out the different projects. Curb ramps in the downtown area were a priority and had been implemented earlier in the year. Staff had assessed various areas and just completed an assessment of Zone 1 and had a long list of locations that needed either new curb ramps since they were non-existent, or non-compliant curb ramps that needed to be replaced. (Mayor Pro Tem Murphy)

- The City's storm water compliance was clarified, with the staff report having identified two different approved storm water related projects, including annual upgrades, with this years' budget used for Project No. SW2501, Delores Court Stormwater Pipe Replacement, which project was performed under the CIP Stormwater Upgrade & Trash Capture Project (Project No. SW2501). A Request for Bids (RFB) was initiated on November 6, 2025, to replace the stormwater pipe that ran from Delores Court through the public easement within the front and backyards of the residence at 2341 Delores Court (about 90 linear feet). Bids were due by December 4, 2025. The bid process resulted in the selection of Michael Paul Company, Inc. as the lowest responsive bidder. In coordination with the abutting residents, the construction work was completed in March 2026. Damaged stone and wood fences were either repaired or replaced and the site was fully cleaned including minor landscape work. This project had been a priority, completed earlier in the year, with remaining funding that staff was looking to use for small scaled projects. The second project was the General Upgrades to the trash capture devices to the system.

  The City was at 80 percent of storm water compliance; however, staff recently worked with a consulting firm and updated the Storm Water Map, correcting areas where it had skewed calculations not in the City's favor, and additional assessments had been done in early April/late March, and there would be a second round of assessments in May prior to reporting in June. The City was currently at 99.8 percent of compliance. Additional improvement was being considered in coordination with Caltrans, such as installation of additional trash capture devices along I-80, and depending on the location and how it fed, would serve both jurisdictions to receive credit, above and beyond the requirements. (Mayor Pro Tem Murphy)

- Staff was also working with Caltrans to secure a grant for the establishment of a bioretention area on the west side of the San Pablo Avenue Bridge at a larger scale, to secure credits to be utilized for development and capital projects in Pinole or through a Joint Powers Authority (JPA) that could generate revenue for the City. (Mayor Pro Tem Murphy)

- Staff had been providing a significant amount of training for maintenance operations and for the engineering team, customer service relations in relation to storm water, safe practices and various aspects of the Public Works Department operations as it related to engineering and maintenance operations, to be up to date and effective in what staff did and to also reduce the level of liability to the City. Recently, the City had been put on notice by the Regional Water Quality Control Board (RWQCB) to report more frequently. The conclusion and completion of the assessment report would be shared with the RWQCB later on this week and staff was confident they would go back to the norm of reporting once a year. Public Works Department staff was a service department, serving various departments of the City and the community at-large, affecting people's lives daily, and worked under various requirements depending on the function within the Department. (Mayor Pro Tem Murphy)

- There were storm water requirements imposed by the RWQCB and requirements in terms of wastewater and waste, with one of the considerations that staff would like the City Council to review as part of the budget process; designation of an environmental compliance person to assist with the reporting requirements so that nothing would fall behind. Public Works staff went the extra mile with existing staff and would do what was needed to meet all requirements, but ideally there should be the expertise in that area as part of the Department. In addition, through the use of various tools, the City's Management Analyst had collected all requests from emails, phone calls, and through the City website into Beehive, which was time consuming to insert all of the requests received.

  The time of the staff person performing those duties could be better used for other functions that would be more useful. Staff was also considering different software that was more adaptive on a Citywide basis, and while that was under review, it may not materialize this year due to costs. (Mayor Pro Tem Murphy)

- Maintenance operations items were identified in the April 7, 2026 staff report. Of those maintenance operation items, staff was uncertain of the percentage that came from the citizen use of the City's app, but it could be 60/40. In the past, the Public Works Department team was responding to requests, but currently the City was divided into five zones and a proactive approach was taken to maintain the zones, with staff going above and beyond the requests received. Work in Zone 1 (the southeasterly part of the City of Pinole) would be complete by the end of the fiscal year in terms of potholes, signage, pavement markings, lighting repair and the like. The improvements within Zone 1 were added proactive staff-initiated improvements beyond the requests received. The map of the five zones had been posted on the City website, and a copy could be emailed to the City Council. (Martinez-Rubin)

- Project No. PA1901, for Pinole Valley Park, and improvements to City Parks (Project No. PA2501), funds were used to replace damaged sections of the fields and minor upgrades to the irrigation system. Public Works carried out two separate bid processes for the addition of prefabricated restrooms (gender neutral) along with construction of associated foundation and utility connections (water, sewer and electricity), an agreement had been established and a prefabricated Americans with Disabilities Act (ADA) compliant dual restroom building had been ordered in January of 2026, with the order placed through the lowest responsive bidder, CXT Inc., for a total amount of $116,405. Construction of the building foundation and utility connections (water, sewer, electricity) would be performed under a separate bid process and agreement. Given the lead time for receiving the prefabricated structure, all work was planned for completion by mid-June 2026. (Martinez-Rubin)

- As to whether staff had noticed an increase in ground squirrels near the south side of the Pinole-Hercules Wastewater Treatment Plant and in response to concerns damage could lead to wires, cables, PVC conduit and other pipes underground being affected, staff would be happy to look into that. Issues with damage from gophers had improved significantly through treatment and mitigations and the issue was currently not a concern in the soccer fields and parks; but staff acknowledged the problem could be seasonal and if necessary, further treatment may be necessary. (Martinez-Rubin)

- Acknowledged a request for an update on the status of a pilot program using Bigbelly trash bins (in 2021 or 2022), two of which had been placed in Old Town Pinole; one next to Tina's Place at the corner of San Pablo and Tennent Avenues at the northwest corner and one along Tennent Avenue close to the pump house, which were meant to be part of a pilot project to determine their utility and effectiveness in mitigating litter. Staff acknowledged the request to determine whether there may be other locations to place similar types of trash bins where there were hot spots for litter, such as alongside the creek and behind King Valley Restaurant. Staff was unaware of the pilot program and suggested it was possible the locations for the Bigbelly trash bins may have been selected based on the level of litter at those locations but again staff would look into the status. Staff noted there were locations currently under evaluation for new trash receptacles. (Martinez-Rubin)

PUBLIC COMMENTS OPENED

Rafael Menis referenced Page 228 of 234 of the agenda packet, the Youth Center Building HVAC System Replacement, and his understanding only three of seven units had been replaced, he assumed since they were the three units that had outright failed components. He asked about the condition of the other four remaining units, whether they were likely to fail in the near future and whether they had been evaluated during the process of replacement of the first three units.

On Page 228 of 234 of the agenda packet, and the Improvements to the Dog Park, under CIP Improvements to City Parks Project No. PA2501, Mr. Menis noted that planning was underway to add dog play areas and upgrade the landscaping following a community meeting to be led by the Community Services Department. He asked how the community would be informed of the meeting and who would be invited to attend. He expected there would be questions from other members of the public about this topic.

Mr. Menis also referenced Pages 229 and 230 of 234 of the agenda packet, the Storm Drain Master Plan, Project No. IN1703, which stated the expanded modeling work is near completion using revised land use data and future projections. The Plan was scheduled for completion and City Council consideration in October 2026. Given that, he questioned how it was known that work would ensure 99.65 percent compliance if there was as yet no complete Master Plan.

Mr. Menis also thanked Council member Martinez-Rubin for asking the question about the gender status of the restrooms since the City was building out new restrooms as part of Pinole Valley Park, Project No. PA1901, as shown on Page 228 of 234 of the agenda packet.

Public Works Director El-Guindy confirmed for the Youth Center Building HVAC System Replacement that three of the seven units would be replaced since they had failed. Some of the offices downstairs at the lower level had no HVAC operations and upstairs where Pinole Community Television (PCTV) was housed, there were issues with humidity, which was unsafe for the equipment. The reason all seven units had not been replaced at one time was because funding was insufficient; however, multiple assessments had been done. Staff had looked into changing the system into one system operating within the entire building or a dual system isolating the upstairs from the downstairs, but the least expensive way for the City to handle the emergency in a timely manner was to replace three of the defective units. This advice had been recommended from two suppliers. The maintenance contractor would replace the HVAC units for the City and was familiar with the City's various systems and different buildings.

As to the dog park, it was clarified that most of the improvements that could be done by Public Works staff in-house for now would be done and that would include removal of trees, branches and a stump that was a safety concern, painting the restrooms, replacing a rotted wall, cleaning and treating the roof for moss, and gutter replacement. In addition, the Public Works Team painted the waste receptacle, doggy bags post, and the flyers board.

There were plans to add furniture in the grass areas and some concepts had been developed for the Community Services Commission to consider, which would involve community consultation and feedback of what the community wanted in the park. The concept would include play areas for large and small dogs, shaded areas and furniture, to be decided by the community via a community meeting to be planned in the future by the Community Services Department.

In terms of Storm Drain Master Plan, Project No. IN1703 and in response to the question about compliance with the RWQCB, Public Works Director El-Guindy explained those were two different things. The Master Plan was being prepared for the overall system to include an analysis of capacity and the different lines, and what needed to be replaced. In some areas, the condition of the various access points and pipes would be analyzed. The reason staff had come before the City Council and requested additional time and budget was because the initial evaluation had identified additional locations that had not been taken into account initially, which would have been the best time for the City to evaluate once and for all. As a result, the difference in cost was worth it, to do the modeling work for the overall City and not miss areas within the system, and also because the land uses had changed since initially it had been based on existing land uses, with assumptions changed to accommodate projections, forecasted land uses and associated usage, that would impact the system.

The modeling work was expanded as a result, to be able to develop the Master Plan, which effort was separate from the project whether to pursue trash capture devices at specific locations, sweeping and revisions to the map, which were all separate under the compliance requirements.

Anthony Vossbrink acknowledged the presentation had been very detailed, which was good; however, at the dog park staff had not repainted the floors or provided a refresh of the interior restrooms behind the baseball diamond by the children's playground, which area was in need of a refresh, with peeling paint, odors, missing toilet seats, etc., and there were missing toilet seats in the restrooms near the dog park. He commented that no one was checking the quality of the staff work, and reported the water fountain at the dog park was dirty with mud and was inoperable, as were other water fountains behind the tennis courts. No mention had been made to reopen the outdoor restrooms near the tennis courts; the new soccer field continued to have drainage issues and new trash receptacles around the dog park, which had been ordered years ago, had yet to be provided. Also the bridge on Pinole Valley Road by the fire station was damaged.

PUBLIC COMMENTS CLOSED

Interim City Manager Evans asked the City Council to accept the report.

ACTION: Motion by Mayor Tave/Council member Martinez-Rubin to Accept the Report on the Update on Capital Projects, Inspections and Permitting, and Maintenance Operations.

Vote:	**Passed**	**5-0**
	Ayes:	**Tave, Murphy, Martinez-Rubin, Sasai, Toms**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)
Only open to members of the public who did not speak under the first Citizens to be Heard, Agenda Item 6.
***Citizens may speak under any item not listed on the Agenda**. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.*

Rafael Menis reported on the overall rates of COVID-19 and Influenza Type A in the region of Contra Costa County, the state as a whole and wastewater sites around Pinole, the state and country, which remained low. He also commented that civilization was a good thing, and threatening to destroy civilizations because one was unhappy about how a war was going, was at the very least unworthy of what America should be, if not a war crime in its own right. He expressed concern with the threats to destroy civilian infrastructure en masse and blowing a country back to the Stone Age. As he was making this statement, it appeared the United States would consider a truce with Iran for two weeks, but he emphasized we were better than this as a country.

Richard Cossel understood the public was to limit its comments to the particular subject at hand.

Mayor Tave explained the differences between public comment for agenda items and Citizens to be Heard, as written on the meeting agenda.

Mr. Cossel clarified he thought they were discussing the prior item on the agenda, which was why he thought this was not time for an open forum.

14. ADJOURN to the Regular City Council Meeting of April 21, 2026 in Remembrance of Amber Swartz.

At 9:38 p.m., Mayor Tave adjourned to a Regular City Council Meeting on April 21, 2026 in Remembrance of Amber Swartz.

Submitted by:

_____

Heather Bell-Spears CMC
City Clerk
Approved by City Council:

WARRANT LISTING

By Vendor Name

City of Pinole, CA

Payment Dates 4/4/2026 - 4/17/2026

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 3082 - AAA WORKSPACE					
2486422-2	109676	04/17/2026	500-641-42201	OFFICE SUPPLIES WPCP	14.28
2492669-0	109676	04/17/2026	500-641-42201	OFFICE SUPPLIES WPCP	157.15
2492669-1	109676	04/17/2026	500-641-42201	OFFICE SUPPLIES WPCP	24.81
				Vendor 3082 - AAA WORKSPACE Total:	**196.24**
Vendor: 2063 - ALLIANT INSURANCE SERVICES, INC.					
3180068	109677	04/17/2026	100-116-42101	CONSULTING FEE 07012025-07012028	2,083.33
				Vendor 2063 - ALLIANT INSURANCE SERVICES, INC. Total:	**2,083.33**
Vendor: 2005 - ANIMAL DAMAGE MANAGEMENT, INC					
10475C	109678	04/17/2026	100-345-42108	PEST CONTROL FERNANDEZ AND PV PARK	375.00
				Vendor 2005 - ANIMAL DAMAGE MANAGEMENT, INC Total:	**375.00**
Vendor: ARM04 - ARMOR LOCKSMITH SERVICES					
3144	109679	04/17/2026	100-343-44306	PADLOCKS	110.87
				Vendor ARM04 - ARMOR LOCKSMITH SERVICES Total:	**110.87**
Vendor: ARM09 - ARMOUR PETROLEUM SVC/EQUP					
WO-30491	109680	04/17/2026	100-343-42107	REPAIRS TO FUEL PUMP	1,222.40
				Vendor ARM09 - ARMOUR PETROLEUM SVC/EQUP Total:	**1,222.40**
Vendor: 2835 - BENEFIT COORDINATORS CORPORATION					
B0L4ZW	109681	04/17/2026	100-110-41002	DECEMBER 2025 DENTAL AND VISION	280.00
B0L4ZW	109681	04/17/2026	100-110-41003	DECEMBER 2025 DENTAL AND VISION	64.40
B0L4ZW	109681	04/17/2026	100-111-41002	DECEMBER 2025 DENTAL AND VISION	364.00
B0L4ZW	109681	04/17/2026	100-111-41003	DECEMBER 2025 DENTAL AND VISION	48.30
B0L4ZW	109681	04/17/2026	100-112-41002	DECEMBER 2025 DENTAL AND VISION	382.80
B0L4ZW	109681	04/17/2026	100-112-41003	DECEMBER 2025 DENTAL AND VISION	48.30
B0L4ZW	109681	04/17/2026	100-113-41002	DECEMBER 2025 DENTAL AND VISION	108.80
B0L4ZW	109681	04/17/2026	100-113-41003	DECEMBER 2025 DENTAL AND VISION	16.10
B0L4ZW	109681	04/17/2026	100-115-41002	DECEMBER 2025 DENTAL AND VISION	364.00
B0L4ZW	109681	04/17/2026	100-115-41003	DECEMBER 2025 DENTAL AND VISION	48.30
B0L4ZW	109681	04/17/2026	100-116-41002	DECEMBER 2025 DENTAL AND VISION	306.00
B0L4ZW	109681	04/17/2026	100-116-41003	DECEMBER 2025 DENTAL AND VISION	48.30
B0L4ZW	109681	04/17/2026	100-221-41002	DECEMBER 2025 DENTAL AND VISION	1,964.00
B0L4ZW	109681	04/17/2026	100-221-41003	DECEMBER 2025 DENTAL AND VISION	370.30
B0L4ZW	109681	04/17/2026	100-222-41002	DECEMBER 2025 DENTAL AND VISION	764.60
B0L4ZW	109681	04/17/2026	100-222-41003	DECEMBER 2025 DENTAL AND VISION	128.80
B0L4ZW	109681	04/17/2026	100-223-41002	DECEMBER 2025 DENTAL AND VISION	1,084.80

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
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B0L4ZW	109681	04/17/2026	100-341-41003	DECEMBER 2025 DENTAL AND VISION	64.40
B0L4ZW	109681	04/17/2026	100-343-41002	DECEMBER 2025 DENTAL AND VISION	1,086.40
B0L4ZW	109681	04/17/2026	100-343-41003	DECEMBER 2025 DENTAL AND VISION	161.00
B0L4ZW	109681	04/17/2026	100-465-41002	DECEMBER 2025 DENTAL AND VISION	178.40
B0L4ZW	109681	04/17/2026	100-465-41003	DECEMBER 2025 DENTAL AND VISION	32.20
B0L4ZW	109681	04/17/2026	105-221-41002	DECEMBER 2025 DENTAL AND VISION	178.40
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B0L4ZW	109681	04/17/2026	209-551-41002	DECEMBER 2025 DENTAL AND VISION	306.00
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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
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B0LHQ5	109681	04/17/2026	100-115-41002	JANUARY 2026 DENTAL AND VISION BENEFITS	364.00
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B0LHQ5	109681	04/17/2026	100-116-41002	JANUARY 2026 DENTAL AND VISION BENEFITS	306.00
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B0LHQ5	109681	04/17/2026	100-223-41003	JANUARY 2026 DENTAL AND VISION BENEFITS	161.00
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B0LHQ5	109681	04/17/2026	212-462-41002	JANUARY 2026 DENTAL AND VISION BENEFITS	287.20
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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
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B0LHQ5	109681	04/17/2026	505-119-41002	JANUARY 2026 DENTAL AND VISION BENEFITS	255.20
B0LHQ5	109681	04/17/2026	505-119-41003	JANUARY 2026 DENTAL AND VISION BENEFITS	32.20
B0LHQ5	109681	04/17/2026	525-118-41002	JANUARY 2026 DENTAL AND VISION BENEFITS	50.80
B0LHQ5	109681	04/17/2026	525-118-41003	JANUARY 2026 DENTAL AND VISION BENEFITS	16.10
B0LHQ5	109681	04/17/2026	998-20105	JANUARY 2026 DENTAL AND VISION BENEFITS	306.00
B0LHQ5	109681	04/17/2026	998-20106	JANUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	100-110-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	280.00
B0LVNN	109681	04/17/2026	100-110-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	64.40
B0LVNN	109681	04/17/2026	100-111-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	364.00
B0LVNN	109681	04/17/2026	100-111-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	100-112-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	382.80
B0LVNN	109681	04/17/2026	100-112-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	100-113-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	108.80
B0LVNN	109681	04/17/2026	100-113-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	16.10
B0LVNN	109681	04/17/2026	100-115-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	364.00
B0LVNN	109681	04/17/2026	100-115-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	100-116-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	306.00
B0LVNN	109681	04/17/2026	100-116-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	100-221-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	2,040.80
B0LVNN	109681	04/17/2026	100-221-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	354.20
B0LVNN	109681	04/17/2026	100-222-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	713.60
B0LVNN	109681	04/17/2026	100-222-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	128.80
B0LVNN	109681	04/17/2026	100-223-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	1,084.80
B0LVNN	109681	04/17/2026	100-223-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	161.00
B0LVNN	109681	04/17/2026	100-341-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	261.20
B0LVNN	109681	04/17/2026	100-341-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	64.40
B0LVNN	109681	04/17/2026	100-343-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	1,086.40
B0LVNN	109681	04/17/2026	100-343-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	161.00
B0LVNN	109681	04/17/2026	100-465-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	178.40
B0LVNN	109681	04/17/2026	100-465-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	32.20

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
B0LVNN	109681	04/17/2026	105-221-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	178.40
B0LVNN	109681	04/17/2026	105-221-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	32.20
B0LVNN	109681	04/17/2026	209-551-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	306.00
B0LVNN	109681	04/17/2026	209-551-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	209-552-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	101.60
B0LVNN	109681	04/17/2026	209-552-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	212-461-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	306.00
B0LVNN	109681	04/17/2026	212-461-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	212-462-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	287.20
B0LVNN	109681	04/17/2026	212-462-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	500-641-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	1,060.40
B0LVNN	109681	04/17/2026	500-641-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	177.10
B0LVNN	109681	04/17/2026	500-642-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	229.20
B0LVNN	109681	04/17/2026	500-642-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	48.30
B0LVNN	109681	04/17/2026	505-119-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	255.20
B0LVNN	109681	04/17/2026	505-119-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	32.20
B0LVNN	109681	04/17/2026	525-118-41002	FEBRUARY 2026 DENTAL AND VISION BENEFITS	50.80
B0LVNN	109681	04/17/2026	525-118-41003	FEBRUARY 2026 DENTAL AND VISION BENEFITS	16.10
B0LVNN	109681	04/17/2026	998-20105	FEBRUARY 2026 DENTAL AND VISION BENEFITS	356.80
B0LVNN	109681	04/17/2026	998-20106	FEBRUARY 2026 DENTAL AND VISION BENEFITS	64.40
B0M9YJ	109681	04/17/2026	100-110-41002	MARCH 2026 DENTAL AND VISION	280.00
B0M9YJ	109681	04/17/2026	100-110-41003	MARCH 2026 DENTAL AND VISION	64.40
B0M9YJ	109681	04/17/2026	100-111-41002	MARCH 2026 DENTAL AND VISION	-18.80
B0M9YJ	109681	04/17/2026	100-112-41002	MARCH 2026 DENTAL AND VISION	382.80
B0M9YJ	109681	04/17/2026	100-112-41003	MARCH 2026 DENTAL AND VISION	48.30
B0M9YJ	109681	04/17/2026	100-113-41002	MARCH 2026 DENTAL AND VISION	108.80
B0M9YJ	109681	04/17/2026	100-113-41003	MARCH 2026 DENTAL AND VISION	16.10
B0M9YJ	109681	04/17/2026	100-115-41002	MARCH 2026 DENTAL AND VISION	364.00
B0M9YJ	109681	04/17/2026	100-115-41003	MARCH 2026 DENTAL AND VISION	48.30
B0M9YJ	109681	04/17/2026	100-116-41002	MARCH 2026 DENTAL AND VISION	306.00
B0M9YJ	109681	04/17/2026	100-116-41003	MARCH 2026 DENTAL AND VISION	48.30
B0M9YJ	109681	04/17/2026	100-221-41002	MARCH 2026 DENTAL AND VISION	1,939.20

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
B0M9YJ	109681	04/17/2026	100-221-41003	MARCH 2026 DENTAL AND VISION	322.00
B0M9YJ	109681	04/17/2026	100-222-41002	MARCH 2026 DENTAL AND VISION	713.60
B0M9YJ	109681	04/17/2026	100-222-41003	MARCH 2026 DENTAL AND VISION	128.80
B0M9YJ	109681	04/17/2026	100-223-41002	MARCH 2026 DENTAL AND VISION	702.00
B0M9YJ	109681	04/17/2026	100-223-41003	MARCH 2026 DENTAL AND VISION	112.70
B0M9YJ	109681	04/17/2026	100-341-41002	MARCH 2026 DENTAL AND VISION	261.20
B0M9YJ	109681	04/17/2026	100-341-41003	MARCH 2026 DENTAL AND VISION	64.40
B0M9YJ	109681	04/17/2026	100-343-41002	MARCH 2026 DENTAL AND VISION	1,086.40
B0M9YJ	109681	04/17/2026	100-343-41003	MARCH 2026 DENTAL AND VISION	161.00
B0M9YJ	109681	04/17/2026	100-465-41002	MARCH 2026 DENTAL AND VISION	178.40
B0M9YJ	109681	04/17/2026	100-465-41003	MARCH 2026 DENTAL AND VISION	32.20
B0M9YJ	109681	04/17/2026	105-221-41002	MARCH 2026 DENTAL AND VISION	178.40
B0M9YJ	109681	04/17/2026	105-221-41003	MARCH 2026 DENTAL AND VISION	32.20
B0M9YJ	109681	04/17/2026	209-551-41002	MARCH 2026 DENTAL AND VISION	523.60
B0M9YJ	109681	04/17/2026	209-551-41003	MARCH 2026 DENTAL AND VISION	80.50
B0M9YJ	109681	04/17/2026	209-552-41002	MARCH 2026 DENTAL AND VISION	101.60
B0M9YJ	109681	04/17/2026	209-552-41003	MARCH 2026 DENTAL AND VISION	48.30
B0M9YJ	109681	04/17/2026	212-461-41002	MARCH 2026 DENTAL AND VISION	306.00
B0M9YJ	109681	04/17/2026	212-461-41003	MARCH 2026 DENTAL AND VISION	48.30
B0M9YJ	109681	04/17/2026	212-462-41002	MARCH 2026 DENTAL AND VISION	287.20
B0M9YJ	109681	04/17/2026	212-462-41003	MARCH 2026 DENTAL AND VISION	48.30
B0M9YJ	109681	04/17/2026	500-641-41002	MARCH 2026 DENTAL AND VISION	1,060.40
B0M9YJ	109681	04/17/2026	500-641-41003	MARCH 2026 DENTAL AND VISION	177.10
B0M9YJ	109681	04/17/2026	500-642-41002	MARCH 2026 DENTAL AND VISION	229.20
B0M9YJ	109681	04/17/2026	500-642-41003	MARCH 2026 DENTAL AND VISION	48.30
B0M9YJ	109681	04/17/2026	505-119-41002	MARCH 2026 DENTAL AND VISION	255.20
B0M9YJ	109681	04/17/2026	505-119-41003	MARCH 2026 DENTAL AND VISION	32.20
B0M9YJ	109681	04/17/2026	525-118-41002	MARCH 2026 DENTAL AND VISION	101.60
B0M9YJ	109681	04/17/2026	525-118-41003	MARCH 2026 DENTAL AND VISION	32.20
B0M9YJ	109681	04/17/2026	998-20105	MARCH 2026 DENTAL AND VISION	356.80
B0M9YJ	109681	04/17/2026	998-20106	MARCH 2026 DENTAL AND VISION	64.40
B0MNFP	109681	04/17/2026	100-110-41002	APRIL 2026 DENTAL AND VISION BENEFITS	280.00

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
B0MNFP	109681	04/17/2026	100-110-41003	APRIL 2026 DENTAL AND VISION BENEFITS	64.40
B0MNFP	109681	04/17/2026	100-111-41002	APRIL 2026 DENTAL AND VISION BENEFITS	236.40
B0MNFP	109681	04/17/2026	100-111-41003	APRIL 2026 DENTAL AND VISION BENEFITS	32.20
B0MNFP	109681	04/17/2026	100-112-41002	APRIL 2026 DENTAL AND VISION BENEFITS	382.80
B0MNFP	109681	04/17/2026	100-112-41003	APRIL 2026 DENTAL AND VISION BENEFITS	48.30
B0MNFP	109681	04/17/2026	100-113-41002	APRIL 2026 DENTAL AND VISION BENEFITS	108.80
B0MNFP	109681	04/17/2026	100-113-41003	APRIL 2026 DENTAL AND VISION BENEFITS	16.10
B0MNFP	109681	04/17/2026	100-115-41002	APRIL 2026 DENTAL AND VISION BENEFITS	364.00
B0MNFP	109681	04/17/2026	100-115-41003	APRIL 2026 DENTAL AND VISION BENEFITS	48.30
B0MNFP	109681	04/17/2026	100-116-41002	APRIL 2026 DENTAL AND VISION BENEFITS	306.00
B0MNFP	109681	04/17/2026	100-116-41003	APRIL 2026 DENTAL AND VISION BENEFITS	48.30
B0MNFP	109681	04/17/2026	100-221-41002	APRIL 2026 DENTAL AND VISION BENEFITS	1,990.00
B0MNFP	109681	04/17/2026	100-221-41003	APRIL 2026 DENTAL AND VISION BENEFITS	338.10
B0MNFP	109681	04/17/2026	100-222-41002	APRIL 2026 DENTAL AND VISION BENEFITS	713.60
B0MNFP	109681	04/17/2026	100-222-41003	APRIL 2026 DENTAL AND VISION BENEFITS	128.80
B0MNFP	109681	04/17/2026	100-223-41002	APRIL 2026 DENTAL AND VISION BENEFITS	957.20
B0MNFP	109681	04/17/2026	100-223-41003	APRIL 2026 DENTAL AND VISION BENEFITS	144.90
B0MNFP	109681	04/17/2026	100-341-41002	APRIL 2026 DENTAL AND VISION BENEFITS	261.20
B0MNFP	109681	04/17/2026	100-341-41003	APRIL 2026 DENTAL AND VISION BENEFITS	64.40
B0MNFP	109681	04/17/2026	100-343-41002	APRIL 2026 DENTAL AND VISION BENEFITS	1,086.40
B0MNFP	109681	04/17/2026	100-343-41003	APRIL 2026 DENTAL AND VISION BENEFITS	161.00
B0MNFP	109681	04/17/2026	100-465-41002	APRIL 2026 DENTAL AND VISION BENEFITS	178.40
B0MNFP	109681	04/17/2026	100-465-41003	APRIL 2026 DENTAL AND VISION BENEFITS	32.20
B0MNFP	109681	04/17/2026	105-221-41002	APRIL 2026 DENTAL AND VISION BENEFITS	178.40
B0MNFP	109681	04/17/2026	105-221-41003	APRIL 2026 DENTAL AND VISION BENEFITS	32.20
B0MNFP	109681	04/17/2026	209-551-41002	APRIL 2026 DENTAL AND VISION BENEFITS	414.80
B0MNFP	109681	04/17/2026	209-551-41003	APRIL 2026 DENTAL AND VISION BENEFITS	64.40
B0MNFP	109681	04/17/2026	209-552-41002	APRIL 2026 DENTAL AND VISION BENEFITS	101.60
B0MNFP	109681	04/17/2026	209-552-41003	APRIL 2026 DENTAL AND VISION BENEFITS	48.30
B0MNFP	109681	04/17/2026	212-461-41002	APRIL 2026 DENTAL AND VISION BENEFITS	306.00
B0MNFP	109681	04/17/2026	212-461-41003	APRIL 2026 DENTAL AND VISION BENEFITS	48.30
B0MNFP	109681	04/17/2026	212-462-41002	APRIL 2026 DENTAL AND VISION BENEFITS	287.20

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
B0MNFP	109681	04/17/2026	212-462-41003	APRIL 2026 DENTAL AND VISION BENEFITS	48.30
B0MNFP	109681	04/17/2026	500-641-41002	APRIL 2026 DENTAL AND VISION BENEFITS	1,060.40
B0MNFP	109681	04/17/2026	500-641-41003	APRIL 2026 DENTAL AND VISION BENEFITS	177.10
B0MNFP	109681	04/17/2026	500-642-41002	APRIL 2026 DENTAL AND VISION BENEFITS	229.20
B0MNFP	109681	04/17/2026	500-642-41003	APRIL 2026 DENTAL AND VISION BENEFITS	48.30
B0MNFP	109681	04/17/2026	505-119-41002	APRIL 2026 DENTAL AND VISION BENEFITS	255.20
B0MNFP	109681	04/17/2026	505-119-41003	APRIL 2026 DENTAL AND VISION BENEFITS	32.20
B0MNFP	109681	04/17/2026	525-118-41002	APRIL 2026 DENTAL AND VISION BENEFITS	101.60
B0MNFP	109681	04/17/2026	525-118-41003	APRIL 2026 DENTAL AND VISION BENEFITS	32.20
B0MNFP	109681	04/17/2026	998-20105	APRIL 2026 DENTAL AND VISION BENEFITS	356.80
B0MNFP	109681	04/17/2026	998-20105	APRIL 2026 DENTAL AND VISION BENEFITS	64.40
				Vendor 2835 - BENEFIT COORDINATORS CORPORATION Total:	**59,396.20**
Vendor: BIR05 - BIRITE FOODSERVICE DISTRIBUTORS					
7210377	109682	04/17/2026	209-552-43804	FOOD PROGRAM PSC	-31.07
7211728	109682	04/17/2026	209-552-43804	FOOD PROGRAM PSC	1,013.09
7211729	109682	04/17/2026	209-552-43804	FOOD PROGRAM PSC	371.26
				Vendor BIR05 - BIRITE FOODSERVICE DISTRIBUTORS Total:	**1,353.28**
Vendor: BLU12 - BLUE CHIP TEES					
3610	109624	04/10/2026	209-553-38404	GILDAN HEAVY COTTON T-SHIRTS TINY TOTS	550.95
				Vendor BLU12 - BLUE CHIP TEES Total:	**550.95**
Vendor: 2946 - BOB HALL & ASSOCIATES					
1055	109683	04/17/2026	100-116-42504	CITY MANAGER RECRUITMENT	9,625.00
				Vendor 2946 - BOB HALL & ASSOCIATES Total:	**9,625.00**
Vendor: 1654 - BRINK'S INCORPORATED					
13175050	109625	04/10/2026	100-115-42101	TRANSPORTATION FINANCE	374.51
				Vendor 1654 - BRINK'S INCORPORATED Total:	**374.51**
Vendor: CAL97 - CALIFORNIA BUILDING STANDARDS COMMISION					
Q1 2026	109684	04/17/2026	212-20024	CBSC JAN. 1, 2026-MARCH 31, 2026	261.50
				Vendor CAL97 - CALIFORNIA BUILDING STANDARDS COMMISION Total:	**261.50**
Vendor: 3167 - CALIFORNIA POLICE CARS					
1GNS6UED6SR194128	109685	04/17/2026	160-221-47104	POLICE PATROL VEHICLES	44,909.26
1GNS6UED6SR194128	109685	04/17/2026	206-227-47104	POLICE PATROL VEHICLES	44,909.27
1GNS6UED8SR194230	109685	04/17/2026	160-221-47104	POLICE PATROL VEHICLES	44,909.26
1GNS6UED8SR194230	109685	04/17/2026	206-227-47104	POLICE PATROL VEHICLES	44,909.27
				Vendor 3167 - CALIFORNIA POLICE CARS Total:	**179,637.06**
Vendor: PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM					
100000018255304	109686	04/17/2026	100-117-41004	AUL SAFETY CLASSIC APRIL 2026	195,781.83
100000018255311	109686	04/17/2026	100-231-41004	AUL PEPRA FIRE APRIL 2026	519.75
100000018255321	109686	04/17/2026	100-117-41004	AUL SAFETY PEPRA POLICE APRIL 2026	2,396.08
100000018255330	109686	04/17/2026	100-117-41004	AUL MISC PEPRA APRIL 2026	1,909.00
10000018255293	109686	04/17/2026	100-117-41001	AUL MISC CLASSIC APRIL 2026	150,524.33
				Vendor PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM Total:	**351,130.99**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: CAL01 - CALTEST ANALYTICAL LAB					
738745	109626	04/10/2026	500-641-44305	CHEMICALS LAB SUPPLIES WPCP	1,030.75
				Vendor CAL01 - CALTEST ANALYTICAL LAB Total:	**1,030.75**
Vendor: CDW01 - CDW GOVERNMENT INC.					
AI4B81Q	109687	04/17/2026	525-118-47106	LVO PREMIER SUP PCTV/REC	540.00
AI4YY8Q	109687	04/17/2026	500-641-42201	LVO M75Q G5	1,157.63
AI64S6A	109687	04/17/2026	525-118-42510	ADO ACROBAT PRO CE, HR AND CITY CLERK	267.00
AI6PJ4C	109687	04/17/2026	525-118-47106	TRIPP 6FT TO DP ADPATER	261.51
				Vendor CDW01 - CDW GOVERNMENT INC. Total:	**2,226.14**
Vendor: 2060 - CENTRAL CONCRETE SUPPLY CO., INC.					
2603-142087	109627	04/10/2026	100-345-44306	LODI ROCK 108.8644 TON	60.01
				Vendor 2060 - CENTRAL CONCRETE SUPPLY CO., INC. Total:	**60.01**
Vendor: 2229 - CHAPLIN AND HILL INVESTIGATIVE SERVICES LLC					
PINOLE 26_3	109688	04/17/2026	100-221-42101	INVESTIGATION	3,063.35
				Vendor 2229 - CHAPLIN AND HILL INVESTIGATIVE SERVICES LLC Total:	**3,063.35**
Vendor: CIT08 - CITY MECHANICAL, INC					
123513	109628	04/10/2026	100-231-42108	HVAC FIRE STAT 74	781.60
123566	109689	04/17/2026	209-554-42108	HVAC MEMORIAL HALL	533.84
123578	109689	04/17/2026	100-222-42108	HVAC PUBLIC SAFETY BLDG.	5,383.59
123579	109628	04/10/2026	209-554-42108	HVAC PYC	3,794.02
123649	109689	04/17/2026	100-343-42108	HVAC CORP YARD	625.98
123650	109689	04/17/2026	100-222-42108	HVAC PUBLIC SAFET BLDG.	585.00
				Vendor CIT08 - CITY MECHANICAL, INC Total:	**11,704.03**
Vendor: FAI04 - CITY OF FAIRFIELD					
232037	109690	04/17/2026	100-221-42511	RANGE USE FEE	744.00
				Vendor FAI04 - CITY OF FAIRFIELD Total:	**744.00**
Vendor: HER01 - CITY OF HERCULES					
03052026	109691	04/17/2026	100-110-42301	MAYOR'S CONFERENCE CITY OF HERCULES MARCH 2026	80.00
				Vendor HER01 - CITY OF HERCULES Total:	**80.00**
Vendor: 2289 - CLEAN WORLD GREASE TRAP SERVICES					
10845	109692	04/17/2026	209-552-42107	CLEANING GREASE TRAPS AT PSC	175.00
				Vendor 2289 - CLEAN WORLD GREASE TRAP SERVICES Total:	**175.00**
Vendor: 2405 - CLIENTFIRST CONSULTING GROUP, LLC.					
19189	109693	04/17/2026	525-118-42101	LAND MGMT SYSTEM JAN. 2026	6,182.00
19348	109693	04/17/2026	525-118-42101	LANG MGMT GIS FEB. 2026	4,075.37
				Vendor 2405 - CLIENTFIRST CONSULTING GROUP, LLC. Total:	**10,257.37**
Vendor: COM20 - COMCAST					
0050875-03182026	109694	04/17/2026	525-118-43105	CH CABLE	29.94
0413784-03182026	109694	04/17/2026	525-118-43106	TINY TOTS INTERNET	214.67
				Vendor COM20 - COMCAST Total:	**244.61**
Vendor: COM23 - COMMUNICATION SERVICE CO.					
421514S	109695	04/17/2026	209-552-42107	SYSTEM WAS IN ALARM ON ARRIVAL PSC	310.00
				Vendor COM23 - COMMUNICATION SERVICE CO. Total:	**310.00**
Vendor: CON45 - CONCORD GARDEN EQUIPMENT					
645786	109629	04/10/2026	100-343-44306	STRING TRIMMER LINE FOR WEEDERS	273.17
				Vendor CON45 - CONCORD GARDEN EQUIPMENT Total:	**273.17**
Vendor: CON13 - CONTRA COSTA COUNTY AUDITOR-CONTROLLER					
2025-26 SLESF	109696	04/17/2026	206-000-32307	SLESF ALLOCATION OVERPAYMENT FY 25-26	5,496.47
				Vendor CON13 - CONTRA COSTA COUNTY AUDITOR-CONTROLLER Total:	**5,496.47**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 3198 - CONTRA COSTA MARKETPLACE, INC.					
426-019	109630	04/10/2026	209-551-42514	FULL PAGE ADVERTISEMENT	864.00
				Vendor 3198 - CONTRA COSTA MARKETPLACE, INC. Total:	**864.00**
Vendor: COR12 - CORELOGIC SOLUTIONS LLC					
82296660	109697	04/17/2026	525-118-42510	CITYWIDE REALQUEST SOFTWARE	710.41
				Vendor COR12 - CORELOGIC SOLUTIONS LLC Total:	**710.41**
Vendor: 1445 - CORTEZ TIRES AND AUTO REPAIR					
31656	109698	04/17/2026	100-221-42107	PATROL CAR 806 OIL CHANGE	70.00
31660	109698	04/17/2026	100-221-42107	PATROL CAR 803 REPAIRS AND OIL CHANGE	649.92
31661	109698	04/17/2026	100-221-42107	OIL CHANGE	70.00
				Vendor 1445 - CORTEZ TIRES AND AUTO REPAIR Total:	**789.92**
Vendor: CPS01 - CPS- HR CONSULTING					
TR-INV007179	109699	04/17/2026	100-116-42504	DISPATCHER TEST	1,892.00
TR-RTN005614	109699	04/17/2026	100-116-42504	RETURN TEST FOR DISPATCHER UNUSED	-280.00
				Vendor CPS01 - CPS- HR CONSULTING Total:	**1,612.00**
Vendor: CSI01 - CSI FORENSIC SUPPLY					
PINOLEPD-0010	109631	04/10/2026	100-222-42514	FORENSIC SUPPLIES	136.28
				Vendor CSI01 - CSI FORENSIC SUPPLY Total:	**136.28**
Vendor: 3201 - D & H WATER SYSTEMS, INC.					
I2026-0490	109632	04/10/2026	500-641-44303	BUFFER SOLUTION PH4 WPCP	706.79
I2026-0547	109632	04/10/2026	500-641-44303	POTASSIUM IODATE WPCP	161.95
				Vendor 3201 - D & H WATER SYSTEMS, INC. Total:	**868.74**
Vendor: DEP02 - DEPARTMENT OF CONSERVATION					
Q1 2026	109700	04/17/2026	212-462-33215	SMIP AND SEISMIC HAZARD FEE JAN -MARCH 2026	912.08
				Vendor DEP02 - DEPARTMENT OF CONSERVATION Total:	**912.08**
Vendor: 2777 - DETAIL ORIENTED					
DO0128-03/26	109633	04/10/2026	100-221-42107	DETAIL PD PATROLS	660.00
				Vendor 2777 - DETAIL ORIENTED Total:	**660.00**
Vendor: 3004 - DIANA GALINDO					
04042026	109701	04/17/2026	100-221-42302	MILEAGE REIMBUR POLICE ACADEMY	392.00
				Vendor 3004 - DIANA GALINDO Total:	**392.00**
Vendor: 1443 - DIESEL DIRECT WEST, INC.					
87160828	109634	04/10/2026	100-10601	GASOLINE UNL	2,388.80
87172926	109702	04/17/2026	100-10601	GASOLINE UNL	2,757.76
87177263	109702	04/17/2026	500-10601	DIESEL FUEL WPCP	6,687.84
87187117	109702	04/17/2026	100-10601	GASOLINE UNL CY	4,935.13
				Vendor 1443 - DIESEL DIRECT WEST, INC. Total:	**16,769.53**
Vendor: DOL01 - DOLAN'S LUMBER					
MARCH 2026	109635	04/10/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	105.84
MARCH 2026	109635	04/10/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	38.97
MARCH 2026	109635	04/10/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	-38.97
MARCH 2026	109635	04/10/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	63.52
				Vendor DOL01 - DOLAN'S LUMBER Total:	**169.36**
Vendor: EBM01 - EBMUD					
231773-03262026	109703	04/17/2026	100-343-43102	2887 SIMAS AVE IRRIGATION USE ONLY	152.28
232841-03272026	109703	04/17/2026	107-345-43102	3790 PINOLE VALLEY RD-IRRIGATION USE ONLY	475.30

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
513648-03192026	109703	04/17/2026	100-343-43102	2161 Plum St--Parking Lot Irrigation	14.62
520575-03272026	109703	04/17/2026	107-345-43102	2690 BOX CANYON RD-IRRIGATION USE ONLY	152.28
556324-03272026	109703	04/17/2026	107-345-43102	3790 PINOLE VALLEY ROAD IRRIGATION USE ONLY	1,352.86
				Vendor EBM01 - EBMUD Total:	**2,147.34**
Vendor: EDD01 - EDD- EMPLOYMENT DEVELOPMENT DEPT.					
L0829729328	109704	04/17/2026	100-343-41012	LIABILITY MEDIA #17133508049	5,316.70
				Vendor EDD01 - EDD- EMPLOYMENT DEVELOPMENT DEPT. Total:	**5,316.70**
Vendor: ELE01 - ELECTRONIC INNOVATIONS, INC.					
56578	109636	04/10/2026	500-641-42107	SERVICE LABOR FOR GATE ENTRANCE	435.00
				Vendor ELE01 - ELECTRONIC INNOVATIONS, INC. Total:	**435.00**
Vendor: 1655 - ENDRESS + HAUSER, INC.					
6002817515	109637	04/10/2026	500-641-44306	COV61-12C6/0 SUPPLIES WPCP	743.96
				Vendor 1655 - ENDRESS + HAUSER, INC. Total:	**743.96**
Vendor: 2950 - ENVIRONMENTAL INNOVATIONS, INC.					
3480	109705	04/17/2026	106-466-42101	PROFESSIONAL SERVICES FEB. 2026	1,340.00
3527	109705	04/17/2026	106-466-42101	TECHNICAL ASSISTANCE MARCH 2026	1,485.00
				Vendor 2950 - ENVIRONMENTAL INNOVATIONS, INC. Total:	**2,825.00**
Vendor: 2930 - FAIRFIELD CHEVROLET					
88810	109706	04/17/2026	100-221-42107	INSTALL ADDITIONAL ACCESSOREIS TO PATROL CAR	2,812.58
88811	109706	04/17/2026	100-221-42107	INSTALL ADDITIONAL ACCESORIES PATROL CAR 812	2,812.58
88816	109706	04/17/2026	100-221-42107	REMOVE AND REPLACE DECALS	450.00
				Vendor 2930 - FAIRFIELD CHEVROLET Total:	**6,075.16**
Vendor: 2921 - FORD PRO					
INV44540699	109638	04/10/2026	100-221-42107	FORD TELEMATICS LAW ENFORCEMENT	80.00
				Vendor 2921 - FORD PRO Total:	**80.00**
Vendor: FOR02 - FORENSIC SERVICES DIVISION					
PINPD-2602	109707	04/17/2026	100-221-42101	BILLABLE SERVICES ALCOHOL AND DRUG	3,404.00
				Vendor FOR02 - FORENSIC SERVICES DIVISION Total:	**3,404.00**
Vendor: 3183 - GEOSYNTEC CONSULTANTS, INC.					
IC1039	109639	04/10/2026	106-344-47206	TRASH LOAD REDUCTION COMPLIANCE SUPPORT	1,777.00
				Vendor 3183 - GEOSYNTEC CONSULTANTS, INC. Total:	**1,777.00**
Vendor: GLO08 - GLOBALSTAR					
000000109559001	109708	04/17/2026	525-118-43101	DATA SEARCH	136.11
				Vendor GLO08 - GLOBALSTAR Total:	**136.11**
Vendor: GRA13 - GRAFIX SHOPPE					
170127	109640	04/10/2026	204-227-42514	GRAPHICS FOR A HARLEY MOTORCYCLE PD	340.00
				Vendor GRA13 - GRAFIX SHOPPE Total:	**340.00**
Vendor: 2371 - GREEN HALO SYSTEMS INC					
6440	109709	04/17/2026	525-118-42106	MONTHLY HOSTING	175.00
				Vendor 2371 - GREEN HALO SYSTEMS INC Total:	**175.00**
Vendor: HAC01 - HACH COMPANY					
14926432	109710	04/17/2026	500-641-44306	PHD RYTON WIDE RANGE WPCP	1,474.05
14944106	109710	04/17/2026	500-641-44305	LAB SUPPLIES WPCP	1,390.82

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
2245610	109710	04/17/2026	500-641-44306	PHD RYTON WIDE RANGE WPCP	-1,474.05
				Vendor HAC01 - HACH COMPANY Total:	**1,390.82**
Vendor: 1161 - HINDERLITER, DE LLAMAS & ASSOCIATES					
SIN061967	109711	04/17/2026	100-115-42101	ECONOMIC DEVELOP SERVICES Q1 JAN-MARCH 2026	600.00
				Vendor 1161 - HINDERLITER, DE LLAMAS & ASSOCIATES Total:	**600.00**
Vendor: HOM01 - HOME DEPOT CREDIT SERVICE					
MARCH 2026	109712	04/17/2026	100-231-42108	CITYWIDE PURCHASES MARCH 2026	14.38
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	100.99
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	381.28
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	8.61
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	72.04
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	12.31
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	15.27
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	322.72
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	101.07
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	223.00
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	58.81
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	209.67
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	78.76
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	79.69
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	50.28
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	38.32
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	87.33
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	100.25
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	136.68
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	124.60
MARCH 2026	109712	04/17/2026	100-343-44306	CITYWIDE PURCHASES MARCH 2026	113.22
MARCH 2026	109712	04/17/2026	209-554-42108	CITYWIDE PURCHASES MARCH 2026	22.37
MARCH 2026	109712	04/17/2026	209-554-42108	CITYWIDE PURCHASES MARCH 2026	29.69
MARCH 2026	109712	04/17/2026	500-641-44306	CITYWIDE PURCHASES MARCH 2026	26.08
MARCH 2026	109712	04/17/2026	500-641-44306	CITYWIDE PURCHASES MARCH 2026	200.58
MARCH 2026	109712	04/17/2026	500-642-42514	CITYWIDE PURCHASES MARCH 2026	71.54
				Vendor HOM01 - HOME DEPOT CREDIT SERVICE Total:	**2,679.54**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: IED02 - IEDA, INC.					
25271	109713	04/17/2026	100-116-42101	LABOR RELATIONS FEES APRIL 2026	2,740.42
				Vendor IED02 - IEDA, INC. Total:	**2,740.42**
Vendor: JWE01 - J. W. ENTERPRISES - NORTH					
272791	109714	04/17/2026	100-551-42511	PORTABLE TOILET RENTAL	144.83
				Vendor JWE01 - J. W. ENTERPRISES - NORTH Total:	**144.83**
Vendor: COR15 - JACQUELINE L CORL-SEIDEL					
MARCH 2026	109641	04/10/2026	209-552-42101	INSTRUCTOR FEE FOR MARCH 2026 PSC	637.00
				Vendor COR15 - JACQUELINE L CORL-SEIDEL Total:	**637.00**
Vendor: 1611 - JANICE M. BYER					
MARCH 2026	109642	04/10/2026	209-552-42101	INSTRUCTOR FEE MARCH 2026 PSC	400.00
				Vendor 1611 - JANICE M. BYER Total:	**400.00**
Vendor: 2364 - JEFFREY TEEL					
03302026	109643	04/10/2026	100-222-42303	REIMBURSEMENT FOR MEALS CSAR TRAINING	243.00
				Vendor 2364 - JEFFREY TEEL Total:	**243.00**
Vendor: 1630 - JOHN AND CLAIRE INVESTIGATIONS					
1792	109715	04/17/2026	100-221-42101	POLICE OFFICER BACKGROUND WARNER	1,800.00
				Vendor 1630 - JOHN AND CLAIRE INVESTIGATIONS Total:	**1,800.00**
Vendor: 3199 - JUST4KICKS-SOLANO INC.					
2026-78	109644	04/10/2026	209-553-36401	YOUTH SOCCER CLASSES FEBRUARY 2026	430.80
2026-84	109716	04/17/2026	209-553-36401	YOUTH SOCCER CLASSE MARCH 2026	872.40
				Vendor 3199 - JUST4KICKS-SOLANO INC. Total:	**1,303.20**
Vendor: KEL09 - KELLER CANYON LANDFILL					
4212-000034875	109645	04/10/2026	500-641-44302	SLUDGE REMOVAL WPCP	8,689.81
				Vendor KEL09 - KELLER CANYON LANDFILL Total:	**8,689.81**
Vendor: 3182 - KEVIN BEACHEM					
04062026	109646	04/10/2026	505-119-42302	REIMBURSEMENT MEALS MILEAGE	109.74
04062026	109646	04/10/2026	505-119-42303	REIMBURSEMENT MEALS MILEAGE	36.00
				Vendor 3182 - KEVIN BEACHEM Total:	**145.74**
Vendor: KIM01 - KIMBALL MIDWEST					
104336086	109717	04/17/2026	500-641-44410	TEXTURED NITRILE GLOVES	1,446.48
104336342	109717	04/17/2026	500-642-44410	SAFETY GLASSES AND DEXTERITY GLOVES	1,724.35
104343528	109717	04/17/2026	500-641-44410	SMALL NITRILEGLOVES WPCP	196.91
				Vendor KIM01 - KIMBALL MIDWEST Total:	**3,367.74**
Vendor: BRE09 - KYLE BRECKENRIDGE					
04072026	109718	04/17/2026	100-221-42302	SLI TRAINING SESSION 6 MEALS MILEAGE TRAVELING REI	770.11
04072026	109718	04/17/2026	100-221-42303	SLI TRAINING SESSION 6 MEALS MILEAGE TRAVELING REI	279.00
				Vendor BRE09 - KYLE BRECKENRIDGE Total:	**1,049.11**
Vendor: LAN15 - LANGUAGE LINE SERVICES					
11894055	109719	04/17/2026	100-223-42101	OVER THE PHONE TRANSLATION PD	59.22
				Vendor LAN15 - LANGUAGE LINE SERVICES Total:	**59.22**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 1253 - LIL' FROG CREATIONS					
1298	109647	04/10/2026	209-553-42514	PRINTED 15 YOUTH PROGRAM SIGNS	186.07
1298	109647	04/10/2026	209-554-42514	PRINTED 15 YOUTH PROGRAM SIGNS	186.07
				Vendor 1253 - LIL' FROG CREATIONS Total:	**372.14**
Vendor: CUR03 - LN CURTIS & SONS					
INV1029910	109720	04/17/2026	100-221-42514	FIRST TACTICAL AND OTHER UNIFORM REQUIREMENTS	227.63
INV1050768	109648	04/10/2026	100-221-42514	SAFETY UNIFORM FOR HASTINGS	1,512.53
				Vendor CUR03 - LN CURTIS & SONS Total:	**1,740.16**
Vendor: MAN01 - MANNA FOODS, INC.					
1058303	109649	04/10/2026	209-552-43804	FOOD PROGRAM PSC	207.90
1058312	109721	04/17/2026	209-552-43804	FOOD PROGRAM PSC	298.11
				Vendor MAN01 - MANNA FOODS, INC. Total:	**506.01**
Vendor: 2427 - MARK GRAHAM					
26-22	109722	04/17/2026	100-221-42101	POLYGRAPH EXAMINATION PD	1,400.00
				Vendor 2427 - MARK GRAHAM Total:	**1,400.00**
Vendor: 1139 - MICHAEL BAKER INTERNATIONAL, INC.					
1276549	109723	04/17/2026	212-461-42101	PROFESSIONAL SERVICES 102025-020126	1,000.00
				Vendor 1139 - MICHAEL BAKER INTERNATIONAL, INC. Total:	**1,000.00**
Vendor: 1333 - NORMA MARTINEZ-RUBIN					
04072026	109724	04/17/2026	100-110-42302	REIMBURSEMENT FOR CONFERENCE EXPENSES	481.46
04072026	109724	04/17/2026	100-110-42303	REIMBURSEMENT FOR CONFERENCE EXPENSES	59.00
				Vendor 1333 - NORMA MARTINEZ-RUBIN Total:	**540.46**
Vendor: 2981 - OPENGOV, INC.					
INV24577	109725	04/17/2026	100-111-42101	OPENGOV CORE PROCUREMENT 01026-12312026	16,383.15
				Vendor 2981 - OPENGOV, INC. Total:	**16,383.15**
Vendor: O'R01 - O'REILLY AUTOMOTIVE, INC					
MARCH 2026	109650	04/10/2026	100-221-42107	CITYWIDE PURCHASES	41.19
MARCH 2026	109650	04/10/2026	100-221-42107	CITYWIDE PURCHASES	9.70
MARCH 2026	109650	04/10/2026	100-221-42107	CITYWIDE PURCHASES	-9.70
MARCH 2026	109650	04/10/2026	100-343-44306	CITYWIDE PURCHASES	86.61
MARCH 2026	109650	04/10/2026	100-343-44306	CITYWIDE PURCHASES	52.89
MARCH 2026	109650	04/10/2026	100-343-44306	CITYWIDE PURCHASES	25.35
MARCH 2026	109650	04/10/2026	100-343-44306	CITYWIDE PURCHASES	12.12
MARCH 2026	109650	04/10/2026	100-343-44306	CITYWIDE PURCHASES	21.02
MARCH 2026	109650	04/10/2026	209-551-42515	CITYWIDE PURCHASES	166.31
				Vendor O'R01 - O'REILLY AUTOMOTIVE, INC Total:	**405.49**
Vendor: OTI01 - OTIS ELEVATOR COMPANY					
100402270407	109651	04/10/2026	505-119-42108	MAINTENANCE SERVICE APRIL 2026 PYC	203.88
				Vendor OTI01 - OTIS ELEVATOR COMPANY Total:	**203.88**
Vendor: PAC55 - PACIFIC SITE MANAGEMENT					
4214499	109726	04/17/2026	100-222-42108	MONTHLY LANDSCAPE SERVICES	167.99
4214499	109726	04/17/2026	100-231-42108	MONTHLY LANDSCAPE SERVICES	450.13
4214499	109726	04/17/2026	100-343-42108	MONTHLY LANDSCAPE SERVICES	240.14
4214499	109726	04/17/2026	100-345-42108	MONTHLY LANDSCAPE SERVICES	7,721.19

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
4214499	109726	04/17/2026	200-342-42108	MONTHLY LANDSCAPE SERVICES	447.98
4214499	109726	04/17/2026	201-343-42108	MONTHLY LANDSCAPE SERVICES	732.28
4214499	109726	04/17/2026	209-552-42108	MONTHLY LANDSCAPE SERVICES	272.45
4214499	109726	04/17/2026	209-553-42108	MONTHLY LANDSCAPE SERVICES	283.22
4214499	109726	04/17/2026	209-557-42108	MONTHLY LANDSCAPE SERVICES	283.22
4214499	109726	04/17/2026	310-347-42108	MONTHLY LANDSCAPE SERVICES	82.92
4214499	109726	04/17/2026	310-348-42108	MONTHLY LANDSCAPE SERVICES	87.23
				Vendor PAC55 - PACIFIC SITE MANAGEMENT Total:	**10,768.75**
Vendor: PET08 - PET FOOD EXPRESS CORP					
384-0326-01	109727	04/17/2026	203-221-42514	MILO SUPPLIES	73.57
				Vendor PET08 - PET FOOD EXPRESS CORP Total:	**73.57**
Vendor: PGE01 - PG&E					
0887-04022026	109728	04/17/2026	200-342-43103	PINON AVE & SAN PABLO AVE TRAFFIC SIGNAL	149.87
1093-04012026	109728	04/17/2026	500-642-43103	W END/HAZEL AVE SEWAGE PLANT	719.93
1798-03302026	109728	04/17/2026	200-342-43103	2935 PINOLE VALLEY RD. TRAFFIC SIGNAL	256.06
2182-04022026	109728	04/17/2026	200-342-43103	OAKRIDGE/SAN PABLO AVE TRAFFIC SIGNAL	108.89
2222-03262026	109728	04/17/2026	107-345-43103	STREET AND HIGHWAY LIGHTING	49.39
2222-03262026	109728	04/17/2026	200-342-43103	STREET AND HIGHWAY LIGHTING	18,018.62
2222-03262026	109728	04/17/2026	310-347-43103	STREET AND HIGHWAY LIGHTING	280.00
2222-03262026	109728	04/17/2026	310-348-43103	STREET AND HIGHWAY LIGHTING	400.00
3834-04072026	109728	04/17/2026	100-231-43103	3790 PINOLE VALLEY RD FIRESTATION	72.79
3879-03272026	109728	04/17/2026	200-342-43103	N COR RAMONA ST AND PINOLE VALLEY RD	204.32
4256-03272026	109728	04/17/2026	500-641-43103	11 TENNANT AVE	67,602.41
4430-03272026	109728	04/17/2026	107-345-43103	S/O MARLESTA 1ST POLE-SPRINKLER CONTROLLER	10.60
6521-03302026	109728	04/17/2026	200-342-43103	IFO 971 SAN PABLO AVE-TRAFFIC SIGNAL CONTROL	169.54
6897-03302028	109728	04/17/2026	200-342-43103	PINOLE VALLEY RD & ESTATES AVE-TRAFFIC LIGHT CTRL	191.50
7547-032742026	109728	04/17/2026	100-222-43103	880 Tennent Ave-Public Safety Facility	10,311.49
7547-032742026	109728	04/17/2026	100-223-43103	880 Tennent Ave-Public Safety Facility	2,062.30
7547-032742026	109728	04/17/2026	100-231-43103	880 Tennent Ave-Public Safety Facility	8,249.19
8511-03262026	109728	04/17/2026	107-345-43103	W/S PINOLE SHORES DR-SPRINKLER CONTROLLER	12.56
9929-03262026	109728	04/17/2026	201-343-43103	790 PINOLE SHORES DR-NEW METAL BUILDING	129.71
9961-03272026	109728	04/17/2026	209-552-43103	2500 CHARLES ST-SENIOR CENTER	4,479.70
				Vendor PGE01 - PG&E Total:	**113,478.87**
Vendor: 1013 - PRECISION CONCRETE CUTTING					
56598	109729	04/17/2026	107-342-47204	SIDEWALK IMPROVEMENTS	19,995.94
				Vendor 1013 - PRECISION CONCRETE CUTTING Total:	**19,995.94**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 1009 - PRECISION IT CONSULTING					
15844	109730	04/17/2026	525-118-42105	TBR BACKUP BDR FOR JANUARY	1,815.00
15907	109730	04/17/2026	525-118-42105	BDR FOR FEBRUARY TBR BACKUP	1,815.00
15940	109730	04/17/2026	525-118-42105	BDR FOR MARCH TBR BACKUP	1,815.00
15948	109730	04/17/2026	525-118-42101	SECURITY SERVICES FOR MAY	2,875.00
				Vendor 1009 - PRECISION IT CONSULTING Total:	**8,320.00**
Vendor: 2388 - PRESTIGE PRINTING AND GRAPHICS					
108506	109731	04/17/2026	100-110-42201	BUSINESS CARDS NORMA MATINEZ-RUBIN	112.30
				Vendor 2388 - PRESTIGE PRINTING AND GRAPHICS Total:	**112.30**
Vendor: 2985 - PURETEC INDUSTRIAL WATER					
2400378	109652	04/10/2026	500-641-44305	WWTP LAB DI WATER SYSTEM WPCP	51.84
				Vendor 2985 - PURETEC INDUSTRIAL WATER Total:	**51.84**
Vendor: R&S01 - R & S ERECTION OF RICHMOND, INC.					
22512453	109653	04/10/2026	100-222-42108	SLIDING GATE AT CY	815.00
				Vendor R&S01 - R & S ERECTION OF RICHMOND, INC. Total:	**815.00**
Vendor: 2783 - READYFRESH					
06D6708041107	109732	04/17/2026	100-222-42201	WATER FOR PD	297.78
06D6708050237	109732	04/17/2026	100-111-42201	WATER FOR CH	120.76
				Vendor 2783 - READYFRESH Total:	**418.54**
Vendor: REC07 - RECDESK LLC					
RD-002808	109654	04/10/2026	209-551-42514	RD VARIALBLE SURCHARGE	1,203.00
				Vendor REC07 - RECDESK LLC Total:	**1,203.00**
Vendor: 2817 - REDWOOD PUBLIC LAW, LLP					
17740	109655	04/10/2026	100-20011	GENRAL SERVICES LABOR EMPLOYMENT	11,413.50
				Vendor 2817 - REDWOOD PUBLIC LAW, LLP Total:	**11,413.50**
Vendor: REP03 - REPUBLIC SERVICES					
91	109656	04/10/2026	214-342-42514	RATE STABILIZATION FUND JANUARY 2026	16,743.88
92	109656	04/10/2026	214-342-42514	RATE STABILIZATION FUND FEBRUARY 2026	16,733.63
				Vendor REP03 - REPUBLIC SERVICES Total:	**33,477.51**
Vendor: 2646 - ROADSAFE TRAFFIC SYSTEMS, INC.					
266302	109657	04/10/2026	100-342-42514	SIDEWALK END SIGNS FOR SPA	110.30
268532	109657	04/10/2026	204-227-42514	ROLL UP SIGN PD	378.64
				Vendor 2646 - ROADSAFE TRAFFIC SYSTEMS, INC. Total:	**488.94**
Vendor: ROS08 - RSG, INC.					
15255	109733	04/17/2026	285-464-42101	COMPLIANCE MONITORING FY25-26	400.00
15256	109733	04/17/2026	285-464-42101	HOUSING CONSULTING SERVICES FY25-26	406.25
				Vendor ROS08 - RSG, INC. Total:	**806.25**
Vendor: 1450 - RUBENSTEIN SUPPLY COMPANY					
S2802772.001	109658	04/10/2026	500-642-42514	OLDCASTLE SEWER CONCRETE	269.78
				Vendor 1450 - RUBENSTEIN SUPPLY COMPANY Total:	**269.78**
Vendor: 1714 - SHERRI D. LEWIS					
CC020PINOLE-FY2025/26	109734	04/17/2026	100-112-42101	PREPARE MINUTES CC MTG. 03312026	935.00
CC021PINOLE-FY2025/26	109734	04/17/2026	100-112-42101	PREPARE MINUTES CC MTG 04072026	935.00
				Vendor 1714 - SHERRI D. LEWIS Total:	**1,870.00**
Vendor: 2632 - SHIPLEY POOL SERVICE					
13114	109735	04/17/2026	276-343-47201	STENNER 120V PUMP SWIM CENTER	653.01

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
13122	109735	04/17/2026	276-343-47201	NEW FLOW SENSOR SWIM POOL	789.99
				Vendor 2632 - SHIPLEY POOL SERVICE Total:	**1,443.00**
Vendor: SIE09 - SIERRA TRUCK AND VAN, INC.					
360218003	109659	04/10/2026	100-343-42107	CHAIN FOOT	641.15
				Vendor SIE09 - SIERRA TRUCK AND VAN, INC. Total:	**641.15**
Vendor: SQU00 - SQUARE DEAL GARAGE					
55580	109660	04/10/2026	100-343-42107	PARK PLUG MOTORCRAFT IGNITION COIL FUEL FILTER	1,319.25
55637	109660	04/10/2026	100-343-42107	OIL FILTER AND OIL CHANGE	89.61
				Vendor SQU00 - SQUARE DEAL GARAGE Total:	**1,408.86**
Vendor: STA42 - STAPLES BUSINESS CREDIT					
MARCH 2026	109661	04/10/2026	100-111-42201	CITYWIDE OFFICE SUPPLIES	79.79
MARCH 2026	109661	04/10/2026	100-111-42201	CITYWIDE OFFICE SUPPLIES	59.62
MARCH 2026	109661	04/10/2026	100-111-42201	CITYWIDE OFFICE SUPPLIES	62.62
MARCH 2026	109661	04/10/2026	100-115-42201	CITYWIDE OFFICE SUPPLIES	62.62
MARCH 2026	109661	04/10/2026	100-116-42201	CITYWIDE OFFICE SUPPLIES	411.05
MARCH 2026	109661	04/10/2026	100-222-42201	CITYWIDE OFFICE SUPPLIES	229.46
MARCH 2026	109661	04/10/2026	100-222-42201	CITYWIDE OFFICE SUPPLIES	160.71
				Vendor STA42 - STAPLES BUSINESS CREDIT Total:	**1,065.87**
Vendor: STA25 - STATE WATER RESOURCES CONTROL BOARD					
EA-RE-0826-1273	109662	04/10/2026	500-641-44304	RENEWAL FEE ELAP APPLICATION FEE WPCP	4,615.00
				Vendor STA25 - STATE WATER RESOURCES CONTROL BOARD Total:	**4,615.00**
Vendor: STE20 - STERICYCLE, INC.					
8013828076	109736	04/17/2026	100-221-42101	MEDICAL WASTE	73.09
				Vendor STE20 - STERICYCLE, INC. Total:	**73.09**
Vendor: 3203 - SUPER SEER CORPORATION					
81906	109737	04/17/2026	100-221-42514	FLEXBADGE PD	42.80
				Vendor 3203 - SUPER SEER CORPORATION Total:	**42.80**
Vendor: 3172 - SUSAN MCALLISTER					
MARCH 2026	109663	04/10/2026	209-552-42101	INSTRUCTOR FEE MARCH 2026	169.20
				Vendor 3172 - SUSAN MCALLISTER Total:	**169.20**
Vendor: 2969 - TERMINIX COMMERCIAL					
470018386	109738	04/17/2026	100-343-42108	PEST CONTROL CH	162.00
470018515	109738	04/17/2026	100-222-42108	PEST CONTROL PUBLIC SAFETY BLDG.	180.00
470261936	109738	04/17/2026	209-552-42108	PEST CONTROL PSC	174.00
470404906	109738	04/17/2026	209-554-42108	PEST CONTROL PYC	170.00
470405082	109738	04/17/2026	209-553-42108	PEST CONTROL TIINY TOTS AND SWIM CENTER	76.00
470405082	109738	04/17/2026	209-557-42108	PEST CONTROL TIINY TOTS AND SWIM CENTER	76.00
				Vendor 2969 - TERMINIX COMMERCIAL Total:	**838.00**
Vendor: 2990 - THE BUTLER					
MARCH 2026	109664	04/10/2026	209-552-42101	INSTRUCTOR FEE MARCH 2026	390.00
				Vendor 2990 - THE BUTLER Total:	**390.00**
Vendor: TMO00 - T-MOBILE USA, INC					
216287958-03212026	109739	04/17/2026	525-118-43101	PHONE SERVICE	71.26
				Vendor TMO00 - T-MOBILE USA, INC Total:	**71.26**
Vendor: TRA20 - TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC.					
263397-202603-1	109665	04/10/2026	100-222-42106	DATA SEARCH MARCH 2026	224.90
				Vendor TRA20 - TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC. Total:	**224.90**
Vendor: 2633 - TRB AND ASSOCIATES, INC.					
6486	109740	04/17/2026	212-462-42101	PLAN REVIEW & INSPECT SERV JULY 2025	1,170.00
6525	109740	04/17/2026	100-465-42101	WEED ABEMENT JULY 2025	6,365.00

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
6526	109740	04/17/2026	212-462-42101	TEMPORARY BAKFILL HOUSING JULY 2025	18,790.00
6527	109740	04/17/2026	212-462-42101	PLAN REVIEW & INSPECTION SERVICES JULY 2025	18,595.00
6600	109740	04/17/2026	100-465-42101	WEED ABEMENT AUGUST 2025	2,465.00
6747	109740	04/17/2026	212-462-42101	PALN REVIEW & INSPECTION SER OCTOBER 2025	1,910.00
6748	109740	04/17/2026	212-462-42101	TEMPORAY BACKFILL HOUSING OCTOBER 2025	16,070.00
6749	109740	04/17/2026	212-462-42101	WEED ABEMENT OCTOBER 2025	7,495.00
6995	109740	04/17/2026	212-462-42101	PLAN REVIEW & INSPECTION SERVICES JAN. 2026	840.94
7085	109666	04/10/2026	212-462-42101	PLAN REVIEW AND INSPECTION SERVICES FEB. 2026	3,574.84
7124	109740	04/17/2026	212-462-42101	PLAN REVIEW & INSPECTION SERVICE FEB. 2026	1,970.00
7125	109740	04/17/2026	212-462-42101	TEMPORARY BACKFILL HOUSING FEB. 2026	15,225.00
				Vendor 2633 - TRB AND ASSOCIATES, INC. Total:	**94,470.78**
Vendor: 3063 - UBEO WEST, LLC.					
578509689	109741	04/17/2026	525-118-42107	CITYWIDE COPIERS MAINTENANCE	1,761.24
				Vendor 3063 - UBEO WEST, LLC. Total:	**1,761.24**
Vendor: UNI07 - UNIVERSAL BUILDING SVCS.					
03312026	109668	04/10/2026	100-000-31510	R-ISSUE STALE DATED AP CHECK 106992	94.00
24378	109667	04/10/2026	100-343-42108	JANITORIAL SUPPLIES CY	515.53
24475	109669	04/10/2026	100-222-42108	JANITORIAL SUPPLIES PD	362.95
24476	109670	04/10/2026	100-343-42108	JANITORIAL SUPPLIES CH	309.08
24622	109742	04/17/2026	100-343-42108	JANITORIAL SUPPLIES CY	787.44
545236	109744	04/17/2026	100-343-42108	JANITORIAL SERVICE CH MARCH 2026	1,354.00
545237	109745	04/17/2026	100-222-42108	JANITORIAL SERVICES PUBLIC SAFETY BLDG. MARCH 2026	2,768.00
545238	109743	04/17/2026	209-557-42108	JANITORIAL SERVICES MARCH 2026 SWIM CENTER	436.00
545239	109671	04/10/2026	500-641-42108	JANITORIAL SERVICES MARCH 2026 WPCP	559.00
				Vendor UNI07 - UNIVERSAL BUILDING SVCS. Total:	**7,186.00**
Vendor: USB06 - US BANK					
MARCH 2026	109672	04/10/2026	100-20018	CITYWIDE CREDIT CARDS MARCH 2026	28,342.07
				Vendor USB06 - US BANK Total:	**28,342.07**
Vendor: 2828 - VESTIS					
860105970-03312026	109673	04/10/2026	100-342-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	296.09
860105970-03312026	109673	04/10/2026	100-343-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	1,507.35
860105970-03312026	109673	04/10/2026	500-642-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	888.26
939388000-03312026	109746	04/17/2026	209-552-42108	LAUNDRY SERVICE WPCP AND PSC	196.45
939388000-03312026	109746	04/17/2026	209-552-43804	LAUNDRY SERVICE WPCP AND PSC	188.33
939388000-03312026	109746	04/17/2026	209-552-43804	LAUNDRY SERVICE WPCP AND PSC	188.33
939388000-03312026	109746	04/17/2026	209-552-43804	LAUNDRY SERVICE WPCP AND PSC	229.01
939388000-03312026	109746	04/17/2026	500-641-44410	LAUNDRY SERVICE WPCP AND PSC	454.37

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
939388000-03312026	109746	04/17/2026	500-641-44410	LAUNDRY SERVICE WPCP AND PSC	454.37
939388000-03312026	109746	04/17/2026	500-641-44410	LAUNDRY SERVICE WPCP AND PSC	524.53
939388000-03312026	109746	04/17/2026	500-641-44410	LAUNDRY SERVICE WPCP AND PSC	560.61
				Vendor 2828 - VESTIS Total:	**5,487.70**
Vendor: 1520 - WEX BANK					
111779082	109747	04/17/2026	100-221-44301	FUEL PURCHASES	235.17
				Vendor 1520 - WEX BANK Total:	**235.17**
Vendor: 2648 - YANNET TORRES					
MARCH 2026	109674	04/10/2026	209-552-42101	INSTRUCTOR FEE MARCH 2026	2,381.40
				Vendor 2648 - YANNET TORRES Total:	**2,381.40**
Vendor: 3200 - YVETTE SIMON					
04012026	109675	04/10/2026	100-222-42302	PARKING REIMBUR AND MILEAGE CCW CONFERENCE	75.88
				Vendor 3200 - YVETTE SIMON Total:	**75.88**
				Grand Total:	**1,091,610.70**

Report Summary

Fund Summary

Fund	Payment Amount
100 - General Fund	568,367.71
105 - Measure S -2006	1,053.00
106 - MEASURE S-2014	4,602.00
107 - Measure I	22,048.93
160 - EQUIPMENT RESERVE	89,818.52
200 - Gas Tax Fund	19,546.78
201 - Restricted Real Estate Maintenance Fund	861.99
203 - Public Safety Augmentation Fund	73.57
204 - Police Grants	718.64
206 - Supplemental Law Enforcement Svc Fund	95,315.01
209 - Recreation Fund	25,218.62
212 - Building & Planning	91,263.36
214 - Solid Waste Fund	33,477.51
276 - Growth Impact Fund	1,443.00
285 - Housing Land Held for Resale	806.25
310 - Lighting & Landscape Districts	850.15
500 - Sewer Enterprise Fund	109,174.03
505 - Cable Access TV	1,786.62
525 - Information Systems	23,212.81
998 - Payroll Clearing	1,972.20
Grand Total:	**1,091,610.70**

Account Summary

Account Number	Account Name	Payment Amount
100-000-31510	Other Tax/Business Lice...	94.00
100-10601	Gas Tanks/Corp Yard	10,081.69
100-110-41002	Emp Benefits/Dental	1,400.00
100-110-41003	Emp Benefits/Vision Care	322.00
100-110-42201	Office Expense	112.30
100-110-42301	Travel & Training/Conf-R...	80.00
100-110-42302	Travel & Training/Milea...	481.46
100-110-42303	Travel & Training/Meal A..	59.00
100-111-41002	Emp Benefits/Dental	1,309.60
100-111-41003	Emp Benefits/Vision Care	177.10
100-111-42101	Prof Svcs/Professional Se..	16,383.15
100-111-42201	Office Expense	322.79
100-112-41002	Emp Benefits/Dental	1,914.00
100-112-41003	Emp Benefits/Vision Care	241.50
100-112-42101	Prof Svcs/Professional Se..	1,870.00
100-113-41002	Emp Benefits/Dental	544.00
100-113-41003	Emp Benefits/Vision Care	80.50
100-115-41002	Emp Benefits/Dental	1,820.00
100-115-41003	Emp Benefits/Vision Care	241.50
100-115-42101	Prof Svcs/Professional Se..	974.51
100-115-42201	Office Expense	62.62
100-116-41002	Emp Benefits/Dental	1,530.00
100-116-41003	Emp Benefits/Vision Care	241.50
100-116-42101	Prof Svcs/Professional Se..	4,823.75
100-116-42201	Office Expense	411.05
100-116-42504	Admin Exp/Recruitment ...	11,237.00
100-117-41001	Emp Benefits/Medical-A...	150,524.33
100-117-41004	Emp Benefits/PERS Retir...	200,086.91
100-20011	Accounts Payable/Miscel...	11,413.50
100-20018	Accounts Payable/CalCa...	28,342.07
100-221-41002	Emp Benefits/Dental	10,025.60
100-221-41003	Emp Benefits/Vision Care	1,754.90
100-221-42101	Prof Svcs/Professional Se..	9,740.44

Account Summary

Account Number	Account Name	Payment Amount
100-221-42107	Prof Svcs/Equipment Ma...	7,646.27
100-221-42302	Travel & Training/Milea...	1,162.11
100-221-42303	Travel & Training/Meal A..	279.00
100-221-42511	Admin Exp/Equipment R...	744.00
100-221-42514	Admin Exp/Special Depa...	1,782.96
100-221-44301	Other Materials Supp/F...	235.17
100-222-41002	Emp Benefits/Dental	3,619.00
100-222-41003	Emp Benefits/Vision Care	644.00
100-222-42106	Prof Svcs/Software Main...	224.90
100-222-42108	Prof Svcs/Building-Struc...	10,262.53
100-222-42201	Office Expense	687.95
100-222-42302	Travel & Training/Milea...	75.88
100-222-42303	Travel & Training/Meal A..	243.00
100-222-42514	Admin Exp/Special Depa...	136.28
100-222-43103	Utilities/Electricity & Po...	10,311.49
100-223-41002	Emp Benefits/Dental	4,913.60
100-223-41003	Emp Benefits/Vision Care	740.60
100-223-42101	Prof Svcs/Professional Se..	59.22
100-223-43103	Utilities/Electricity & Po...	2,062.30
100-231-41004	Emp Benefits/PERS Retir...	519.75
100-231-42108	Prof Svcs/Building-Struc...	1,246.11
100-231-43103	Utilities/Electricity & Po...	8,321.98
100-341-41002	Emp Benefits/Dental	1,305.80
100-341-41003	Emp Benefits/Vision Care	322.00
100-342-42514	Admin Exp/Special Depa...	110.30
100-342-44410	Safety Clothing	296.09
100-343-41002	Emp Benefits/Dental	5,432.00
100-343-41003	Emp Benefits/Vision Care	772.80
100-343-41012	Emp Benefits/Unemplo...	5,316.70
100-343-42107	Prof Svcs/Equipment Ma...	3,272.41
100-343-42108	Prof Svcs/Building-Struc...	3,994.17
100-343-43102	Utilities/Water	166.90
100-343-44306	Other Materials Supp/M...	3,066.29
100-343-44410	Safety Clothing	1,507.35
100-345-42108	Prof Svcs/Building-Struc...	8,096.19
100-345-44306	Other Materials Supp/M...	60.01
100-465-41002	Emp Benefits/Dental	892.00
100-465-41003	Emp Benefits/Vision Care	161.00
100-465-42101	Prof Svcs/Professional Se..	8,830.00
100-551-42511	Admin Exp/Equipment R...	144.83
105-221-41002	Emp Benefits/Dental	892.00
105-221-41003	Emp Benefits/Vision Care	161.00
106-344-47206	Improvements/Storm Dr...	1,777.00
106-466-42101	Prof Svcs/Professional Se..	2,825.00
107-342-47204	Improvemnts/Sidewalks	19,995.94
107-345-43102	Utilities/Water	1,980.44
107-345-43103	Utilities/Electricity & Po...	72.55
160-221-47104	FF&E/Vehicles	89,818.52
200-342-42108	Prof Svcs/Building-Struc...	447.98
200-342-43103	Utilities/Electricity & Po...	19,098.80
201-343-42108	Prof Svcs/Building-Struc...	732.28
201-343-43103	Utilities/Electricity & Po...	129.71
203-221-42514	Admin Exp/Special Depa...	73.57
204-227-42514	Admin Exp/Special Depa...	718.64
206-000-32307	State Grant/AB3229/AB...	5,496.47
206-227-47104	FF&E/Vehicles	89,818.54
209-551-41002	Emp Benefits/Dental	1,856.40
209-551-41003	Emp Benefits/Vision Care	289.80

Account Summary

Account Number	Account Name	Payment Amount
209-551-42514	Admin Exp/Special Depa...	2,067.00
209-551-42515	Admin Exp/Special Events	166.31
209-552-41002	Emp Benefits/Dental	616.80
209-552-41003	Emp Benefits/Vision Care	241.50
209-552-42101	Prof Svcs/Professional Se..	3,977.60
209-552-42107	Prof Svcs/Equipment Ma...	485.00
209-552-42108	Prof Svcs/Building-Struc...	642.90
209-552-43103	Utilities/Electricity & Po...	4,479.70
209-552-43804	Program Cost/Food Prog...	2,464.96
209-553-36401	Recreation Chg/Contract...	1,303.20
209-553-38404	Other Rev/Miscellaneous..	550.95
209-553-42108	Prof Svcs/Building-Struc...	359.22
209-553-42514	Admin Exp/Special Depa...	186.07
209-554-42108	Prof Svcs/Building-Struc...	4,549.92
209-554-42514	Admin Exp/Special Depa...	186.07
209-557-42108	Prof Svcs/Building-Struc...	795.22
212-20024	Accounts Payable/CA Sta...	261.50
212-461-41002	Emp Benefits/Dental	1,530.00
212-461-41003	Emp Benefits/Vision Care	241.50
212-461-42101	Prof Svcs/Professional Se..	1,000.00
212-462-33215	Permit/Seismic (Strong ...	912.08
212-462-41002	Emp Benefits/Dental	1,436.00
212-462-41003	Emp Benefits/Vision Care	241.50
212-462-42101	Prof Svcs/Professional Se..	85,640.78
214-342-42514	Admin Exp/Special Depa...	33,477.51
276-343-47201	Improvements/Building	1,443.00
285-464-42101	Prof Svcs/Professional Se..	806.25
310-347-42108	Prof Svcs/Building-Struc...	82.92
310-347-43103	Utilities/Electricity & Po...	280.00
310-348-42108	Prof Svcs/Building-Struc...	87.23
310-348-43103	Utilities/Electricity & Po...	400.00
500-10601	Gas Tanks/Corp Yard	6,687.84
500-641-41002	Emp Benefits/Dental	5,318.10
500-641-41003	Emp Benefits/Vision Care	901.60
500-641-42107	Prof Svcs/Equipment Ma...	435.00
500-641-42108	Prof Svcs/Building-Struc...	559.00
500-641-42201	Office Expense	1,353.87
500-641-43103	Utilities/Electricity & Po...	67,602.41
500-641-44302	Other Materials Supp/Sl...	8,689.81
500-641-44303	Other Materials Supp/C...	868.74
500-641-44304	Other Materials Supp/Pe...	4,615.00
500-641-44305	Other Materials Supp/La...	2,473.41
500-641-44306	Other Materials Supp/M...	970.62
500-641-44410	Safety Clothing	3,637.27
500-642-41002	Emp Benefits/Dental	1,146.00
500-642-41003	Emp Benefits/Vision Care	241.50
500-642-42514	Admin Exp/Special Depa...	341.32
500-642-43103	Utilities/Electricity & Po...	719.93
500-642-44410	Safety Clothing	2,612.61
505-119-41002	Emp Benefits/Dental	1,276.00
505-119-41003	Emp Benefits/Vision Care	161.00
505-119-42108	Prof Svcs/Building-Struc...	203.88
505-119-42302	Travel & Training/Milea...	109.74
505-119-42303	Travel & Training/Meal A..	36.00
525-118-41002	Emp Benefits/Dental	355.60
525-118-41003	Emp Benefits/Vision Care	112.70
525-118-42101	Prof Svcs/Professional Se..	13,132.37
525-118-42105	Prof Svcs/Network Main...	5,445.00

Account Summary

Account Number	Account Name	Payment Amount
525-118-42106	Prof Svcs/Software Main...	175.00
525-118-42107	Prof Svcs/Equipment Ma...	1,761.24
525-118-42510	Admin Exp/Software Pur...	977.41
525-118-43101	Utilities/Telephone	207.37
525-118-43105	Utilities/Cable	29.94
525-118-43106	Utilities/Internet	214.67
525-118-47106	FF&E/Computer Equipm...	801.51
998-20105	Sal & Ben Payable/Denta...	1,746.80
998-20106	Sal & Ben Payable/Vision...	225.40
	Grand Total:	**1,091,610.70**

Project Account Summary

Project Account Key	Payment Amount
None	1,086,672.06
10634447206SW2501	1,777.00
20422742514GR2503	718.64
21246142101GP2201	1,000.00
27634347201FA2502	1,443.00
Grand Total:	**1,091,610.70**

APPROVED BY: _____

DATE: 4/16/2026

CITY COUNCIL REPORT

9.C.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Heba El-Guindy, Public Works Director, helguindy@pinole.gov

SUBJECT: ADOPT A RESOLUTION APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE WEST CONTRA COSTA INTEGRATED WASTE MANAGEMENT AUTHORITY AND THE CITY OF PINOLE REGARDING IMPLEMENTATION OF SB 1383 REGULATIONS AND WORKPLAN

RECOMMENDATION

Staff recommends that the City Council adopt a resolution approving the Memorandum of Understanding between the West Contra Costa Integrated Waste Management Authority and the City of Pinole regarding implementation of SB 1383 Regulations and Workplan.

BACKGROUND

The Senate Bill (SB) 1383 Regulations impose a variety of mandated obligations to ensure compliance with the law. The regulator (CalRecycle) has determined that jurisdictions may delegate a different public entity, such as a Joint Powers Agency (JPA) to fulfill the SB 1383 responsibilities if this arrangement is memorialized through a Memorandum Of Understanding (MOU). The MOU is required to specify which responsibilities are delegated to the JPA.

The West Contra Costa Integrated Waste Management Authority (Authority) is a JPA that meets the definition of a public entity to fulfill its requirements under Chapter 12 by way of the MOU to implement SB 1383 programs on behalf of the Member Agencies including the City. In 2023, the Authority executed MOUs with the cities of Pinole and Hercules. The attached MOU (Attachment B) recommended for City Council approval contains minor updates to the approved 2023 MOU.

A SB 1383 Workplan was created in 2022 to clarify delegation of compliance responsibilities between the Authority and Member Agencies to function as the framework for the content of the MOU. In 2025, the City of Pinole negotiated a new Franchise Agreement with Republic Services, and the Authority negotiated a new Post-Collection Agreement. The Workplan (Attachment C) has been updated to reflect the new requirements of the 2025 Franchise Agreement and the 2025 Post-Collection Agreement with the Authority.

REVIEW AND ANALYSIS

The Short-Lived Climate Pollutants Act (2016) known as Senate Bill (SB) 1383 and the subsequent Regulations require jurisdictions to provide organic waste collection services to all residents and businesses, provide education and outreach to all organic waste generators,

establish an excess edible food recovery program, procure recovered organic waste products, inspect and enforce the requirements, and keep diligent records.

Section 18981.2 of the Regulations allows jurisdictions to designate a public entity (such as a JPA) to fulfill their responsibilities under Chapter 12 via a MOU. The Authority is a JPA that meets the definition of a public entity to fulfill its requirements under Chapter 12. The MOU is a requirement by CalRecycle necessary for the Authority to implement SB 1383 programs on behalf of the Member Agencies including the City of Pinole.

In order to ensure timely SB 1383 compliance with the CalRecycle directive requiring the Member Agencies and the Authority to have executed MOUs in full force and effect. The Authority collaborated with the City on formation and execution of the 2023 MOU and on the updated MOU currently recommended for approval by the City Council. The Authority also collaborated with City staff on updating the Workplan to reflect the new requirements of the 2025 Franchise Agreement and the 2025 Post-Collection Agreement.

FISCAL IMPACT

There is no fiscal impact associated with the recommended approval of the MOU between the Authority and the City.

ATTACHMENTS

A. Resolution_Final
B. SB 1383 MOU
C. SB 1383 WorkPlan

RESOLUTION NO. 2026-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE WEST CONTRA COSTA INTEGRATED WASTE MANAGEMENT AUTHORITY AND THE CITY OF PINOLE REGARDING IMPLEMENTATION OF SB 1383 REGULATIONS AND WORKPLAN

WHEREAS, the Legislature of the State of California, by enactment of the Short-Lived Climate Pollutants Act (2016) known as Senate Bill (SB) 1383 and the subsequent Regulations require jurisdictions to implement and enforce the provisions of Chapter 12 of the Regulations; and

WHEREAS, Section 18981.2 of the SB 1383 regulations allow a jurisdiction to designate a public entity to fulfill its requirements under Chapter 12 by way of a Memorandum of Understanding (MOU); and

WHEREAS, the West Contra Costa Integrated Waste Management Authority (Authority) is a Joint Powers Authority that meets the definition of a public entity; and

WHEREAS, the MOU is a requirement by CalRecycle necessary for the Authority to implement SB 1383 programs on behalf of the Member Agencies including the City of Pinole and the MOU was executed in 2023 with current minor updates; and

WHEREAS, to effectively provide framework for the MOU and delegate SB 1383 responsibilities between the Member Agencies and the Authority, a SB 1383 Workplan was drafted in 2022 and has been subsequently updated to reflect the new requirements of the 2025 Franchise Agreement and the 2025 Post-Collection Agreement with the Authority; and

WHEREAS, the SB 1383 Workplan was approved by the Authority Board of Directors on February 12, 2026, and will act as the framework for the SB 1383 MOU with the Member Agencies.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Pinole does hereby:

1- Approve the Memorandum of Understanding between the West Contra Costa Integrated Waste Management Authority and the City of Pinole (City) regarding implementation of the SB 1383 Regulations and Workplan.
2- Authorize the Interim City Manager to execute the MOU (Exhibit A) between the Authority and the City.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of April 2026 by the following vote, to-wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 21st day of April 2026.

_____
Heather Bell
City Clerk

Memorandum of Understanding
Between West Contra Costa Integrated Waste Management Authority and the City of Pinole Regarding Implementation of SB 1383 Regulations

This Memorandum of Understanding ("**MOU**") is made this day of _____, 2026 ("**Effective Date**") by and between the CITY OF PINOLE ("**Pinole**"), a municipal corporation hereinafter referred to as "**City**" and the WEST CONTRA COSTA INTEGRATED WASTE MANAGEMENT AUTHORITY, a California joint powers authority ("**Authority**") (individually "**Party**" and collectively "**Parties**").

RECITALS

A. The Authority is a joint powers authority established pursuant to the California Joint Exercise of Powers Act (Gov. Code §§ 6500 *et seq*.) pursuant to the Joint Exercise of Powers Agreement ("**JEPA**"); and

B. The City is a party to the JEPA and has entered into a franchise agreement with a solid waste collection services provider ("**Provider**") for the collection of Solid Waste (the "**Franchise Agreement**"). The Franchise Agreement provides for certain rights and delegated authorities to the respective solid waste service provider; and

C. The Authority operates certain core programs on behalf of and for the benefit of its Member Agencies, including but not limited to providing education regarding recycling, composting, and other methods of waste diversion, and conducting, preparing, and submitting all monitoring and reporting pursuant to the California Integrated Waste Management Act (California Public Resources Code §§ 40000 *et seq*.); and

D. Senate Bill (SB) 1383, the Short-lived Climate Pollutants Reduction Act (2016) (which added Sections 39730.5, 39730.6, and 39730.8 to the Health and Safety Code, and added Chapter 13.1 (commencing with Section 42652) to Part 3 of Division 30 of the Public Resources Code, as amended, supplemented, superseded, and replaced from time to time) ("**SB 1383**"), sets statewide organic waste disposal reduction targets of 50 percent by 2020 and 75 percent by 2025, based on the 2014 organics waste disposal baseline, set forth in Section 39730.6 of the Health and Safety Code, and requires California Department of Resources Recycling and Recovery ("**CalRecycle**") to develop regulations to reduce organics in landfills as a source of methane; and

E. CalRecycle adopted the SB 1383 Regulations that created a new Chapter 12 (Short-lived Climate Pollutants) of Division 7 of Title 14 of the California Code of Regulations and amended portions of regulations of Title 14 CCR and Title 27 CCR ("**SB 1383 Regulations**"). The SB 1383 Regulations impose requirements on counties, cities, residential households, commercial businesses (including multi-family residential dwellings), commercial edible food generators, haulers, self-haulers, food recovery organizations, and food recovery services to support achievement of statewide organic waste disposal reduction targets; and

F. The SB 1383 Regulations require cities and counties, among other things, to adopt

and enforce a mechanism to implement relevant provisions of the SB 1383 Regulations concerning regulation of organic waste collection services, generators of organic waste, waste haulers, and generators, and processors of edible food, together with enforcement mechanisms and administrative civil penalties for violations of local regulations; and

G. The SB 1383 Regulations also require cities and counties, among other things, to implement programs requiring organic waste generators and waste haulers to meet minimum standards for organic waste collection services, inspect waste containers for prohibited contamination of materials, provide education and outreach information to organic waste generators, report to CalRecycle on compliance with SB 1383 Regulations, and maintain records of compliance with SB 1383 Regulations; and

H. The Provider has developed programs for Organics Waste collection as required by the Franchise Agreement and applicable law; and

I. Pursuant to 14 CCR 18981.2(b), cities and counties may designate a public or private entity to fulfill their SB 1383 obligations to adopt an enforceable mechanism through a MOU. However, 14 CCR 18981.2(c) specifies that cities and counties shall remain ultimately responsible for compliance with SB 1383 Regulations; and

J. The Parties wish to enter into this MOU to designate certain roles and responsibilities that the Authority shall assume on behalf of the City to implement the SB 1383 Regulations that took effect on January 1, 2022 under the terms and conditions as set forth herein.

NOW, THEREFORE, in consideration of the foregoing, the Parties hereby agree as follows:

AGREEMENT

1. Recitals. The foregoing recitals are true and correct and hereby incorporated herein.

2. Term. This MOU shall commence on the Effective Date and remain in full force and effect until terminated as set forth in Section 10.

3. Definitions.

(a) "**Authority**" means the West Contra Costa Integrated Management Authority.

(b) "**Back-haul**" means generating and transporting Organic Waste to a destination owned and operated by the generator using the generator's own employees and equipment, or as otherwise defined in 14 CCR Section 18982(a)(66)(A) or successor regulation.

(c) "**Blue Container**" shall have the same meaning as in 14 CCR Section 18982.2(a)(5) or successor regulation. The Parties acknowledge that the City may use the term "Recycling Container" in its ordinances to refer to what are defined as Blue Containers herein.

(d) "**California Code of Regulations**" or "**CCR**" means the State of California Code of Regulations. CCR references in this MOU are preceded with a number that refers to the relevant Title of the CCR (e.g., "14 CCR" refers to Title 14 of CCR).

(e) "**CalRecycle**" means the California State Department of Resources Recycling and Recovery, which is the state agency designated with responsibility for developing, implementing, and enforcing the SB 1383 Regulations among other duties.

(f) "**City**" means the City of Pinole.

(g) "**City Representative**" means the City Manager or the City Manager's designee.

(h) "**Commercial Business**" or "**Commercial**" means a firm, partnership, proprietorship, joint-stock company, corporation, or association, whether for-profit or nonprofit, strip mall, industrial facility, or a Multifamily Residential Dwelling, or as otherwise defined in 14 CCR Section 18982(a)(6) or successor regulation. A Multi-Family Residential Dwelling that consists of fewer than five (5) units is not a Commercial Business for purposes of this MOU.

(i) "**Commercial Edible Food Generator**" includes a Tier One or a Tier Two Commercial Edible Food Generator as defined in 14 CCR 18982(a)(73) and (a)(74) or successor regulation. For the purposes of this definition, Food Recovery Organizations and Food Recovery Services are not Commercial Edible Food Generators pursuant to 14 CCR Section 18982(a)(7) or successor regulation.

(j) "**Compliance Review**" means a review of records by an Enforcement Agency to determine compliance with SB 1383 Regulations.

(k) "**Container Contamination**" or "**Contaminated Container**" means a container, regardless of type or color, that contains Prohibited Container Contaminants, or as otherwise defined in 14 CCR Section 18982(a)(55) or successor regulation.

(l) "**County**" means the County of Contra Costa.

(m) "**Database**" means the existing database tracking system (or similar system that may be acquired or created in the future) that the City and Authority share for the purposes of complying with various state laws concerning solid waste handling.

(n) "**Edible Food**" means food intended for human consumption, or as otherwise defined in 14 CCR Section 18982(a)(18) or successor regulation. For the purposes of this MOU or as otherwise defined in 14 CCR Section 18982(a)(18) or successor regulation, Edible Food is not Solid Waste if it is recovered and not discarded. Nothing herein requires or authorizes the recovery of Edible Food that does not meet the food safety requirements of the California Retail Food Code, as codified in the Health and Safety Code Section 113700, *et seq*. or successor statute.

(o) "**Enforcement Action**" means an action of the relevant Enforcement Agency to address non-compliance with SB 1383 Regulations including, but not limited to, issuing

administrative citations, fines, penalties, or other remedies.

(p) "**Enforcement Agency**" means an entity with the authority to enforce part or all of SB 1383 Regulations as specified herein. The Authority and the City are each an Enforcement Agency.

(q) "**Food Recovery Organization**" means an entity that engages in the collection or receipt of edible food from Commercial Edible Food Generators and distributes that edible food to the public for food recovery either directly or through other entities or as otherwise defined in 14 CCR Section 18982(a)(25) or successor regulation.

(r) "**Food Recovery Services"** means a person or entity that collects and transports edible food from a Commercial Edible Food Generator to a Food Recovery Organization or other entities for food recovery or as otherwise defined in 14 CCR Section 18982(a)(26) or successor regulation.

(s) "**Generator**" means a person or entity that is responsible for the initial creation of Organic Waste, or as otherwise defined in 14 CCR Section 18982(a)(48) or successor regulation.

(t) "**Gray Container**" shall have the same meaning as defined in 14 CCR Section 18982(a)(28) or successor regulation. The Parties acknowledge that the City may use the term "Garbage Container" or "Landfill Container" in its ordinances to refer to what are defined as Gray Containers herein.

(u) "**Green Container**" shall have the same meaning as defined in 14 CCR Section 18982(a)(29) or successor regulation and shall be used for the purpose of storage and collection of Organic Waste. The Parties acknowledge that the City may use the term "Organics Container" or "Compost Container" in its ordinances to refer to what are defined as Green Containers herein.

(v) "**Hauler**" means a person or entity who collects Organic Waste from a Generator and delivers it to a reporting entity, end user, or a destination outside of the state. "Hauler" includes public contract haulers, private contract haulers, and Self-Haulers. A person who transports material from a reporting entity to another person is a transporter, not a hauler.

(w) "**Hauler Route**" means the designated itinerary or sequence of stops for each segment of City's collection service area, or as otherwise defined in 14 CCR Section 18982(a)(31.5) or successor regulation.

(x) "**Implementation Record**" means all records, physical or electronic, that must be stored in one central location and are required by the SB 1383 Regulations.

(y) "**Inspection**" means an Enforcement Agency's electronic or on-site review of records, containers, and an entity's collection, handling, recycling, or landfill disposal of Organic Waste or Edible Food handling to determine if the entity is complying with requirements set forth in the SB 1383 Regulations, or as otherwise defined in 14 CCR Section 18982(a)(35) or

successor regulation.

(z) "**Member Agencies**" mean the parties to the JEPA. Current Member Agencies are the cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo. The Member Agency boundaries for the purpose of this MOU are the legal boundaries of each of the incorporated municipalities.

(aa) "**Organics**," or "**Organic Waste**" means Solid Waste containing material originated from living organisms and their metabolic waste products, including but not limited to food, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, Paper Products, Printing and Writing Paper, manure, biosolids, digestate, and sludges or as otherwise defined in 14 CCR Section 18982(a)(46) or successor regulation. Biosolids and digestate are as defined by 14 CCR Section 18982(a) or successor regulation.

(bb) "**Paper Products**" include, but are not limited to, paper janitorial supplies, cartons, wrapping, packaging, file folders, hanging files, corrugated boxes, tissue, and toweling, or as otherwise defined in 14 CCR Section 18982(a)(51) or successor regulation.

(cc) "**Printing and Writing Paper**" include, but are not limited to, copy, xerographic, watermark, cotton fiber, offset, forms, computer printout paper, white wove envelopes, manila envelopes, book paper, note pads, writing tablets, newsprint, and other writing papers, posters, index cards, calendars, brochures, reports, magazines, and publications, or as otherwise defined in 14 CCR Section 18982(a)(54) or successor regulation.

(dd) "**Prohibited Container Contaminants**" includes all of the following: (i) materials placed in the Blue Container that are not identified as acceptable source separated recyclable materials for the Blue Container; (ii) materials placed in the Green Container that are not identified as acceptable source separated Green Container Organic Waste; (iii) materials placed in the Gray Container that are acceptable source separated recyclable materials that can be placed in the Blue Container and/or acceptable source separated Green Container Organic Waste; and (iv) Excluded Wastes, as that phrase is defined in Pinole Municipal Code Chapter 8.10, placed in any container.

(ee) "**Route Review**" means a visual Inspection of containers along a Hauler Route for the purpose of determining Container Contamination, and may include mechanical or electronic Inspection methods such as the use of cameras, or as otherwise defined in 14 CCR Section 18982(a)(65) or successor regulation.

(ff) "**SB 1383 Regulations**," means Chapter 12 (Short-lived Climate Pollutants) of Division 7 of Title 14 of the California Code of Regulations and amended portions of regulations of Title 14 CCR and Title 27 CCR or successor regulation. Regulatory references to specific sections listed in the MOU shall be to the SB 1383 Regulations, unless specifically noted otherwise.

(gg) "**Self-Hauler**" means a person, who hauls Solid Waste, Organic Waste or recyclable material he or she has generated to another person. Self-Hauler also includes a person

who back-hauls waste, or as otherwise defined in 14 CCR Section 18982(a)(66) or successor regulation.

(hh) "**Solid Waste**" has the same meaning as defined in Public Resources Code Section 40191 or successor regulation, which defines Solid Waste as all putrescible and non-putrescible solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, dewatered, treated, or chemically fixed sewage sludge which is not hazardous waste, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid and semisolid wastes, with the exception that Solid Waste does not include any of the following wastes:

(i) Hazardous waste, as defined in the Public Resources Code Section 40141 or successor statute.

(ii) Radioactive waste regulated pursuant to the State Radiation Control Law (Chapter 8 (commencing with Section 114960) of Part 9 of Division 104 of the Health and Safety Code) or successor statute.

(iii) Medical waste regulated pursuant to the State Medical Waste Management Act (Part 14 (commencing with Section 117600) of Division 104 of the Health and Safety Code). Untreated medical waste shall not be disposed of in a Solid Waste landfill, as defined in Public Resources Code Section 40195.1 or successor statute. Medical waste that has been treated and deemed to be Solid Waste shall be regulated pursuant to Division 30 of the Public Resources Code or successor statute.

4. Authority Responsibilities. The City hereby delegates to the Authority, and the Authority hereby accepts, the responsibilities enumerated in this Section 4 for compliance with the provisions of SB 1383 Regulations to the extent allowed by law and as specified herein. The Authority intends to approve concurrently herewith or has approved MOUs with the other Member Agencies in which it is accepting or has accepted nearly identical delegation of responsibilities from the other Member Agencies (the "Other MOUs"). It is the Authority's desire to cost-effectively administer responsibilities so delegated, which may require doing so uniformly across all of the Member Agencies, so far as is feasible under the specific circumstances prevailing in each Member Agency. Notwithstanding anything to the contrary in the foregoing, it shall be within the Authority's sole discretion to determine the manner in which it fulfills its responsibilities within each jurisdiction, including whether the performance of responsibilities is administered uniformly or not. In furtherance of this intent, the Authority, in consultation with the Member Agencies, has developed a Workplan, attached as Exhibit A and hereby incorporated by reference, that details the manner in which it will initially perform its responsibilities under this MOU and the Other MOUs. The Workplan includes a column entitled "Requirement," and the activities listed in that column, and the columns identifying the party responsible for a requirement and whether the work related to a requirement has been delegated in whole or in part to a third party (collectively the "requirements"), are the ways and means of carrying out the responsibilities. Each year, in conjunction with the Annual Budget and more often if needed, the Authority Board shall consider and approve, subject to Member Agency

approval, any necessary changes to the Workplan, including any amendments to align the Workplan with the Annual Budget.

The Workplan is intended to be a flexible framework that can be revised from time to time as may be necessary or prudent. The Parties agree that amendments to the Workplan may necessitate amendments to the MOU, should State regulatory authorities make changes to, or change interpretations of, requirements under SB 1383, or any other controlling law or regulation, that necessitate changes to the MOU and/or the Workplan to ensure compliance, or should the Parties agree that changes to the Workplan and MOU are necessary, the Executive Director and the City Manager may, but are not required to, administratively amend the MOU and Workplan (an "Administrative Amendment") to the extent required to ensure compliance and memorialize related agreements made between the Parties.

The Parties agree that an Administrative Amendment to the MOU or Workplan shall not result, directly or indirectly, in the Authority ceasing or substantially failing to perform any of the responsibilities delegated to and accepted by the Authority pursuant to this MOU. In the event that an Administrative Amendment to the MOU or Workplan is authorized, as set forth in this paragraph, and the Administrative Amendment to the Workplan would require the addition of a new Requirement, the City shall have the option to be the responsible party for that new Requirement.

The Parties agree that, to the extent permitted by law or regulation, the Authority may perform its responsibilities using its own staff or by contracting with public and private entities according to its Board-approved procurement policy and all applicable State laws. If the Authority contracts with any public or private entity to perform its responsibilities prescribed in this MOU, the Authority shall notify City and provide contact information for the contracted entity. Whenever the Workplan is changed, the Authority shall provide the City with an updated version of the Workplan within ten (10) calendar days.

(a) Education and Outreach. The Authority shall conduct the following education and outreach on behalf of the City:

(i) Generators. Prior to February 1, 2022, the Authority shall make available to Generators, through print and/or electronic media and maintain on its website, the information required pursuant to 14 CCR Sections 18985.1 and 18985.2 or successor regulation. The Authority shall translate such information into Spanish where feasible. The Authority shall update such information as necessary, but at least annually. Prior to disseminating any materials under this paragraph, Authority shall provide the materials to, and obtain approval of the materials from, the City Representative. Each Party shall cooperate in good faith regarding the delivery, review, and approval materials to be disseminated pursuant to this Section, including delivering the materials for review and approval, delivering comments on the materials, and responding to such comments.

(ii) City Procurement Target. The Authority shall annually notify the City of its Organic Waste product procurement target, as required and determined by CalRecycle. Before CalRecycle releases the official procurement targets for City on January 1, 2022 and every five years thereafter, the Authority shall assist City in calculating estimates of the procurement targets

pursuant to 14 CCR 18993.1 or successor regulation. In addition, the Authority will assist with the City's procurement of recovered organic waste products pursuant to the related terms and conditions included in Authority's Post-Collection Agreement with Republic Services and funding approved by its Board of Directors.

(iii) City Educational Activities. Nothing herein is intended to limit the City's ability to educate the public about solid-waste handling and recycling. However, it is the Parties intent to ensure consistency of messaging. In furtherance of that intent, the City shall, prior to disseminating any materials that may duplicate or overlap with Authority responsibilities, provide the materials to the Authority for its review prior to its dissemination. Each Party shall cooperate in good faith regarding the delivery and review of materials to be disseminated pursuant to this Section, including delivering the materials for review and approval, delivering comments on the materials, and responding to such comments.

(b) Reporting and Recordkeeping. The Authority shall conduct the following reporting and recordkeeping services on behalf of City:

(i) Organics Capacity and Edible Food Recovery. The Authority shall submit reports for Organics processing capacity and Edible Food recovery planning requirements to the County within 120 days of the County's request as required by 14 CCR 18992.3 or successor regulation.

(ii) Implementation Record. The Authority shall be responsible for maintaining the City's Implementation Record, and making it available to the CalRecycle, in accordance with 14 CCR Sections 18985.3 and 18995.2 or successor regulation. The Authority shall endeavor to obtain all records required by Chapter 12 and include them in the Implementation Record, and the City shall reasonably cooperate with the Authority in obtaining such records from the City and third parties, including creating such records if necessary.

Authority shall provide City with ongoing access to the Implementation Record, whether it be electronic, paper, electronic, and/or cloud-based, through the Term of this MOU. In the event that the CalRecycle requests access to the Implementation Record, the Authority shall promptly advise the City of the request. The Authority shall provide the Implementation Record to the City upon termination of this MOU.

(iii) Compliance and Annual Reports. The Authority shall submit the initial City compliance report and City annual reports to CalRecycle as required by 14 CCR 18994.1 and 18994.2 or successor regulation. Authority shall provide a draft copy of such reports to the City Representative for its review and approval at least fourteen (14) calendar days prior to the applicable reporting deadlines set forth in these sections, and City Representative shall meet and confer with Authority within seven (7) calendar days after receiving the draft copy of the report or the reports shall be considered approved by City for submittal to CalRecycle.

(c) Edible Food Recovery Programs. The Authority shall coordinate and implement the SB 1383 Regulations' edible food recovery program requirements to which jurisdictions are subject under 14 CCR §§ 18991.1–18991.2 or successor regulation. The Parties agree that these

requirements may be wholly or partially satisfied by agreement with the County or other third parties. The Authority's duties shall include, but are not limited to: assessment of existing capacity for Edible Food recovery, establishing an Edible Food recovery program, inspection of Commercial Food Edible Generators for compliance, and education and outreach to all businesses, residents, Commercial Edible Food Generators, and any other entities or parties required by law.

(d) Organic Waste Processing Capacity and Diversion Planning. The Authority shall itself or in conjunction with the County estimate existing Organics processing and Edible Food recovery capacities available pursuant to 14 CCR 18992.1 and 18992.2 or successor regulation. If it is found that either are lacking, the Authority shall assist City in creating an implementation plan to expand capacity.

(e) Receipt of Complaints. The Authority shall be responsible for receiving all written complaints of alleged SB 1383 Regulations violations relating to Generators, Haulers, Food Recovery Organizations and Food Recovery Services and Self-Haulers occurring or having occurred within City's jurisdiction ("Complaints"). Such Complaints shall include all of the following information in accordance with 14 CCR 18995.3 or successor regulation:

(i) If the Complaint is not anonymous, the name and contact information of the complainant;

(ii) The identity of the alleged violator, if known;

(iii) A description of the alleged violation including location(s) and all other relevant facts known to the complainant;

(iv) Any relevant photographic or documentary evidence to support the allegations in the Complaint; and

(v) The identity of any witnesses, if known.

If the Authority receives a complaint, it shall forward a copy to City within ten (10) working days of receipt and document the complaint in the Database.

(f) Investigation of Complaints. Where a Complaint: 1) meets the requirements of Section 4(e); and 2) the Authority determines that the allegations, if true, would constitute a violation of SB 1383 Regulations, it shall function as the Enforcement Agency for the purposes of investigation and commence an investigation within ninety (90) calendar days of receiving such Complaint. The Authority may collaborate with City and/or a Hauler in such investigation where appropriate. It shall not be appropriate to collaborate with a Hauler where it is the subject of the Complaint. The Authority may decline to investigate a Complaint if, in its judgment, investigation is unwarranted because the allegations are contrary to facts known to it.

(i) Where the Authority has investigated or declined to investigate a non-anonymous Complaint, it shall notify the complainant regarding the results of the investigation

through the contact information provided by the complainant. It shall provide a copy of such notice to the City within ten (10) working days of receipt and document the notice in the Database.

(ii) The Authority shall maintain records of all Complaints received in compliance with Section 4(e) and responses provided in compliance with this subsection in the Implementation Record. The records shall include the Complaint as received and the Authority's determination of compliance or Notice of Violations issued.

(g) Enforcement Assistance. The Authority shall assist with the enforcement of Chapter 8.10 of the Pinole Municipal Code titled: "Organics Reductions and Recycling" by performing the following actions:

(i) Monitoring compliance of Generators, Haulers, Food Recovery Organizations and Food Recovery Services through Inspections and Compliance Review conducted in accordance with SB 1383 Regulations (14 CCR § 18995.1 or successor regulation). The Authority may collaborate with City and/or a Hauler in such Inspections and/or Compliance Review where appropriate; and

(ii) Issuing warnings of violations to Generators, Haulers, Food Recovery Organizations and Food Recovery Services and Self-Haulers and documenting the warning in the Implementation Record. The warnings of violations will act as courtesy notices and be considered as educational outreach. The City may elect to have the Authority to issue up to two warnings for each violation. The Authority may collaborate with City and/or a Hauler before issuance of a warning where appropriate. It shall not be appropriate to collaborate with a Hauler where it is the subject of the Enforcement Action. If the violator fails to comply with the warning within the deadline set forth therein, the Authority shall refer the matter to City to pursue enforcement pursuant to the SB 1383 Regulations, and the City shall function as the Enforcement Agency in accordance with 14 CCR 18995.4 or successor regulation in that matter thereafter. Authority will provide copies of the warning of violation and compliance notes related to the Generator to the City upon referring the Generator to the City for enforcement. Authority will provide support to the City in its carrying out the Enforcement Action, including providing testimonial and other evidence at any hearings, if necessary. If the Authority becomes aware that the violator has complied with the Authority's warnings or the City's Notice of Violation, the Authority shall so notify the City.

(h) Waivers. The Authority shall create a standardized waiver request form, which shall be a printable document maintained on the Authority's website. Each time the Authority updates the form, it shall so advise the City and the Provider. The Authority shall receive and review the submitted waiver requests and may consult with the Provider regarding such request. Thereafter, the Authority shall consult with the City and recommend whether to approve, deny, or modify the waiver. The City Representative shall make the final decision. The Authority will issue or deny the waiver and notify the Generator. The Authority shall verify the validity of each issued waiver within five (5) years of issuance pursuant to SB 1383 Regulations and provide the City with a recommendation to keep or revoke the waiver. The Authority will maintain, and regularly provide the City with, a list of Generators operating in its jurisdiction that have applied

for waivers, and it shall document the list in the Database. The list shall include the status of each application.

(i) De Minimis Waivers: The Authority may waive a Commercial Business's obligation (including Multi-Family Residential Dwellings) to comply with some or all of the Organic Waste requirements of SB 1383 if the Commercial Business provides documentation that the business generates below a certain amount of Organic Waste material as set forth herein. Commercial Businesses requesting a de minimis waiver shall:

(1) Submit an application specifying the services that they are requesting a waiver from and provide documentation as noted herein; and

(2) provide sufficient documentation that either:

(a) The Commercial Business' total Solid Waste collection service is two cubic yards or more per week and Organic Waste subject to collection in a Green Container comprises less than 20 gallons per week per applicable container of the business' total waste; or

(b) The Commercial Business' total Solid Waste collection service is less than two cubic yards per week and Organic Waste subject to collection in a Green Container comprises less than 10 gallons per week per applicable container of the business' total waste; and

(3) Acknowledge that it must notify the Authority if circumstances change such that Commercial Business's Organic Waste exceeds threshold required for waiver, in which case the waiver will be rescinded; and

(4) Acknowledge that, if the de minimis waiver is granted, it will expire after 5 years and that the waiver is only valid as to the Commercial Business that applied for the waiver, and not as to the property or another business in the same location.

(ii) Physical Space Waivers: The Authority may waive an existing Commercial Business' or property owner's obligations (including Multi-Family Residential Dwellings) to comply with some or all of the recyclable materials and/or Organic Waste collection service requirements if it receives evidence from its staff, City staff, a hauler, licensed architect, or licensed engineer demonstrating that the premises lacks adequate space for the collection containers required for compliance with the Organic Waste collection requirements of SB 1383. A Commercial Business or property owner may request a physical space waiver through the following process:

(1) Submit an application form specifying the type(s) of collection services for which they are requesting a compliance waiver; and

(2) Provide documentation that the premises lacks adequate space for Blue Containers and/or Green Containers including documentation from its hauler, licensed

architect, or licensed engineer; and

(3) Provide written verification to the Authority that it is still eligible for physical space waiver every five years, if the Authority has approved application for a physical space waiver.

(iii) Emergency Circumstances – Waivers for City: The Authority will notify CalRecycle and apply for a waiver to landfill Organics if City experiences a natural disaster, uses a recyclable materials or Organic Waste processing facility that has a temporary operational failure, or unforeseen operational restrictions have been imposed upon it by a regulatory agency pursuant to 14 CCR 18984.13 or successor regulation.

5. City Responsibility. The City shall be responsible for all other applicable SB 1383 and SB 1383 Regulations requirements not expressly delegated to and accepted by the Authority as set forth herein, including the Workplan as it may be amended from time to time pursuant to Section 4. If the City requests that the Authority accept additional SB 1383 Regulation Responsibilities not listed in the Workplan or perform an additional Requirement listed in the Workplan, the Parties shall meet and confer regarding the request and implementation, if the Authority is willing to do so. Any changes to the Workplan shall comply with the provisions of Section 4.

6. Sharing of information. Within thirty (30) days of a request by the Authority, or as soon thereafter as such information is available to City, the City shall share with the Authority all data, documents, contact information for Generators within its jurisdiction, or any other information necessary for the Authority to carry out the responsibilities delegated to it in this MOU. The Authority shall not be held responsible for any actions taken by CalRecycle that result from the Authority's inability to obtain the information reasonably requested from the City pursuant to this Section 6.

7. Staffing and funding. In order for the Authority to carry out its responsibilities in connection with the administration and implementation of the SB 1383 Regulations as specified in this MOU, the Parties agree that the Authority's costs associated with its responsibilities under this MOU and the Other MOUs will be funded through the Authority's budget and rate setting process, except as otherwise specified herein. These costs may include the Authority's cost to engage independent contractors or retain adequate staffing to perform some or all of the duties delegated to it herein. Budget changes related to this MOU will be integrated into the Authority's regular budget process, or more frequently as needed, and approved by the Board of Directors.

8. Indemnification/Hold Harmless. Each Party shall solely be liable for any and all damages, including attorneys' fees, resulting from the actions or omissions arising from its performance of the terms of this MOU, except as is expressly stated in Section 9. Each Party (the "Indemnifying Party") shall indemnify, defend and hold harmless the other Party (the "Indemnified Parties") from and against any and all claims, demands, actions, losses, damages, assessments, charges, judgments, liabilities, costs and expenses (including reasonable attorneys' fees and disbursements) that may from time to time be asserted by third parties against the Indemnified Parties because of any personal injury, including death, to any person or loss of,

physical damage to or loss of use of real or tangible personal property, to the extent caused by the negligence or misconduct of the Indemnifying Party, its agents, employees or contractors in the performance of this MOU.

For purposes of indemnification set forth in this MOU, "Indemnified Parties" means the applicable party, its affiliates, successors and assigns and its and their employees, directors, officers, agents, and volunteers. The Indemnified Parties: 1) shall notify the Indemnifying Party in writing promptly upon learning of any claim or suit for which indemnification may be sought, provided that failure to do so shall have no effect except to the extent the Indemnifying Party is prejudiced thereby; 2) shall have the right to participate in such defense or settlement with its own counsel and at its own expense, but the Indemnifying Party shall have control of this defense or settlement; and 3) shall reasonably cooperate with the defense.

9. Apportionment of Penalties.

(a) Any penalties assessed against the City by CalRecycle that are the result of Authority's failure to satisfy its obligations under the following provisions of this Agreement and its alleged failure, unless alleged failure is caused by or related to the inability of the Authority to obtain information reasonably requested pursuant to section 6, to comply with the corresponding provision of the SB 1383 Regulations shall be paid by the Authority:

(i) Subdivision (a)(i) of Section 4 ["Education and Outreach – Generators"] (14 CCR §§ 18985.1 and 18985.2).

(ii) Subdivision (b)(i) of Section 4 ["Reporting and Recordkeeping – Organics Capacity and Edible Food Recovery"] (14 CCR § 18992.3).

(iii) Subdivision (b)(ii) of Section 4 ["Reporting and Recordkeeping – Implementation Record"] (14 CCR §§ 18985.3 and 18995.2).

(iv) Subdivision (b)(iii) of Section 4 ["Reporting and Recordkeeping – Compliance and Annual Reports"] (14 CCR § 18994.1 and 18994.2).

(v) Subdivision (c) of Section 4 ["Edible Food Recovery Programs"] (14 CCR §§ 18991.1–18991.2).

(vi) Subdivision (d) of Section 4 ["Organic Waste Processing Capacity and Diversion Planning"] (14 CCR §§ 18992.1 and 18992.2), with the express indication that the Authority shall not be required to pay a penalty arising from the City's failure to expand capacity.

(vii) Subdivision (e) of Section 4 ["Receipt of Complaints"] (14 CCR §§ 18995.3(a)-(b)).

(viii) Subdivision (f) of Section 4 ["Investigation of Complaints"] (14 CCR §§ 18995.3(c)-(e)).

(ix) Subdivision (g)(i) of Section 4 [“Enforcement Assistance”] (14 CCR §§ 18995.1).

(x) Subdivision (g)(ii) of Section 4 [“Warnings”] (14 CCR §§ 18995.4) with the express indication that the Authority is not required to pay a penalty arising from an alleged failure to commence an action to impose penalties pursuant to 14 CCR sections 18997.1 and 18997.2 as the Authority’s responsibility under subdivision (g) of Section 4 does not extend to commencing such actions.

(xi) Subdivision (h) of Section 4 (14 CCR §§ 18984.11).

(b) For avoidance of doubt, the Parties hereby indicate that any penalties arising from SB 1383 Regulations requirements not expressly delegated to and accepted by the Authority as set forth herein shall not be payable by the Authority.

(c) In the event that the Authority pays any penalties assessed against the City by CalRecycle that are the result of the alleged failure to comply with Subdivision (a)(i) of Section 4, Subdivision (b) of Section 4, the Authority shall be entitled to allocate a reasonable portion of the penalty to the City if, respectively, the Authority (a) had provided compliant educational materials to the City for approval, and the City failed to approve them, (b) requested documentation for the Implementation Record and the City failed to provide them, or (c) referred a matter to the City under Subdivision (g)(ii) of Section 4 and the City elected not to pursue timely enforcement.

(d) Nothing in this Section shall prevent either the City or the Authority (on the City’s behalf when the Authority is obligated to pay the penalty) from challenging CalRecycle enforcement activities. In the event that the Authority intends to challenge CalRecycle’s imposition of a penalty imposed on the City, the City shall reasonably cooperate and assist the Authority in its legal challenge. Without limiting the generality of the foregoing, the City shall promptly share any Compliance Order or Notices of Violation or accusation issued pursuant to 14 CCR 18997.5 or successor regulation that it receives related to any alleged violations that subdivision (a) would require the Authority to pay.

(e) Any penalties paid by the Authority pursuant to this section shall be paid out of Authority funds.

10. Termination. Either Party may terminate this MOU upon giving at least one hundred and eighty (180) calendar days’ prior written notice to the other Party in the manner set forth in Section 11. The Parties expressly acknowledge, notwithstanding anything to the contrary in this Agreement, including specifically Section 7, and/or in the past or then-present Authority budgets, that the Authority shall have no obligation after termination to fund the City’s compliance with the provisions of SB 1383 Regulations delegated to the Authority pursuant to this Agreement. If City terminates the MOU effective at the end of a rate year, the Authority will, in conjunction with its Board of Directors action that November to approve the compliance funds included in the following year’s rate structure, calculate the amount due to City to reimburse it for its share of unspent compliance funds based on its percentage share of volume in

the rate model during the prior year. The Authority shall provide timely reimbursement of the funds due to the City on a monthly basis promptly after obtaining said revenue monthly pursuant to Authority's Post-Collection Agreement. The compliance funds included in the rate model adopted for the following year's rate structure shall not require the City or customers in the City to pay for any SB 1383 compliance activities undertaken by Authority since Authority shall reimburse City monies previously included in the rate model.

11. Notice. All notices shall be in writing and shall be served by personal delivery during usual business hours at the principal office of the Party, to an officer or person apparently in charge of that office, or by depositing the same in the United States mail, postage prepaid, and addressed to the Party at its principal office, or to such other address as the Party may designate from time to time by written notice given in the manner specified in this Section.

Service of notice pursuant to this Section shall be deemed complete on the day of service by personal delivery or two (2) calendar days after mailing if deposited in the United States mail.

12. Governing Law and Venue. This MOU shall be deemed to be executed within the State of California and construed in accordance with and governed by laws of the State of California. Venue in any proceeding or action among the Parties arising out of this MOU shall be in Contra Costa County, California.

13. Amendment. This MOU may only be modified or amended by a subsequent written agreement signed by both Parties pursuant to Section 4.

14. Entire Agreement. This MOU, including the Workplan, as it may be amended pursuant to Section 4, represents the entire and integrated agreement between the Parties as to the subject matter referenced herein.

15. Severability. No provision of this MOU shall be interpreted to require any unlawful action by any Party. If any term or portion of this MOU is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, then the meaning of that section or clause shall be construed so as to render it enforceable to the extent feasible. If no feasible interpretation would save the section or clause, it shall be severed from this MOU with respect to the matter in question, and the remainder of the MOU shall remain in full force and effect. However, in the event such a section or clause is an essential element of the MOU, the Parties shall promptly negotiate a replacement that will achieve the intent of such unenforceable section or clause to the extent permitted by law.

16. Execution in Counterpart. This MOU may be executed in counterparts and/or by facsimile or other electronic means, and when each Party has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterpart, shall constitute one MOU, which shall be binding upon and effective as to all Parties.

17. No Waiver. The failure of any Party hereto to enforce any of the provisions of this MOU, or the waiver thereof in any instance, shall not be construed as a general waiver or

relinquishment on its part of any such provision, and said provision shall nevertheless be and remain in full force and effect.

18. No Partnership. The relationship between the Parties shall not be that of partners, agents or joint ventures for one another, and nothing contained in this MOU shall be deemed to constitute a partnership or agency agreement between them for any purposes, including, but not limited to federal income tax purposes. The Parties, in performing any of their obligations hereunder, shall be independent contractors or independent parties and shall discharge their contractual obligations at their own risk.

[*Signatures on following page*]

IN WITNESS WHEREOF, the Parties hereto have executed this MOU on the day and year first above written.

CITY OF PINOLE

ATTEST:

Heather Bell, City Clerk

Garrett Evans, Interim City Manager

APPROVED AS TO FORM:

Eric Casher, City Attorney

WEST CONTRA COSTA INTEGRATED WASTE MANAGEMENT AUTHORITY

ATTEST:

Viviane Vidal, Board Secretary

Cliff Feldman, Executive Director

APPROVED AS TO FORM:

John Bakker, Authority Counsel

Section Reference	Type of Requirement	Requirement	Responsible Party	Delegation	Frequency	Action Item(s)	Deliverables
		General Provisions					
18981.2 (a)	Enforceable Ordinance	Adopt enforceable ordinances consistent with the requirements of this chapter to mandate organic waste generators, haulers and entities to comply with requirements	Member Agencies	None	One-time; 1/1/2022	Completed	Store in individual Member Agency Implementation Records
		Article 3. Organic Waste Collection Services					
18984.1 (a)	Organic Waste Collection	Implement a three-container organic waste collection service and provide a green container (organics), a blue container (recycling), and a gray container to each generator (solid waste)	Member Agencies	Haulers	One time; 1/1/2022	Completed	Indicate in individual Member Agency Implementation Records
18984.5 (a)	Contamination	Monitor the containers provided to the generators using three-container service to minimize contamination	Member Agencies	Haulers	7/1/2022; Ongoing	Ongoing	Hauler requirements included in Franchise Agreements
18984.5 (b)	Contamination Monitoring	Conduct a route review for prohibited container contaminants on randomly selected collection route **annually.** Containers may be randomly selected along a hauler route. This section should not be construed to require that every container on a hauler route must be sampled annually. Contact or written notice to generator upon discovering contaminants (left at door, gate and/or through mail, email, or electronic message) is required	Member Agencies	Haulers/ Sub-consultant	7/1/2022; Annually	Annual program implementation	Required in Franchise Agreements with Republic Services. Written plan and agreement with Republic and their sub-consultant (i.e., Cascadia) Required in Franchise Agreement with East Bay Sanitary. Written plan with East Bay Sanitary
18984.7 (a)-(b)	Container Colors	Provide collection containers to generators that comply with container color requirements specified in SB 1383	Member Agencies	Haulers	1/1/2022 1/1/2036	Bin and cart color changes implemented with both haulers for newly purchased	Required in Franchise Agreements with Haulers. Current container orders are in compliance

Section Reference	Type of Requirement	Requirement	Responsible Party	Delegation	Frequency	Action Item(s)	Deliverables
						containers, and all containers by 2036	
18984.8 (a)-(c)	Container Labeling	Place a label on each new container or lid provided to generators consistent with the applicable container collection requirements and limitations of this article specifying what materials are allowed to be placed in each container and items that are prohibited container contaminants for each container	Member Agencies	Haulers	7/1/2022; Complete	Bin & cart label updates by Haulers for newly purchased containers and all containers by 2036	Required in Franchise Agreements with Haulers. Current container orders are compliant
18984.11	Waivers	Waive a commercial business' obligation to comply with some or all of the organic waste requirements due to: - De Minimis organic waste (<20 gallon or <10 gallon per week) - Physical Space	Member Agencies	RecycleMore (waiver review/ verification)	1/1/2022; Ongoing	Ongoing review and approval of waiver applications, ongoing verification of approved waivers	Store in individual Member Agency Implementation Records
		Article 4. Education and Outreach					
18985.1 (a)	Outreach – Organic Waste Generators	Provide the following: information on organic waste generators requirements to properly separate materials in appropriate containers, methods for prevention of organic waste, recovering organic waste on site, community composting and any other local requirements, information on methane reduction benefits, the methods of organic waste recovery, the organic waste collection service uses, list of approved haulers, and how to recover organics, public health and safety and environmental impacts, information for edible food recovery programs, information regarding self-hauling requirements	RecycleMore/ Member Agencies	RecycleMore/ Haulers	Prior to 2/1/2022; Annually	Update outreach assets as needed	<u>Print:</u> 1) Annual SB 1383 mailer to commercial generators (RecycleMore) 2) SB 1383 Fact Sheet 3) Organic Waste Recycling Poster (Republic Services and EBS) 4) Comprehensive Residential & Commercial Guide Brochure (Republic Services and EBS) 5) Multifamily Multipage Guide (Republic Services and EBS) 6) Compost Giveaway Flyer 7) Quarterly Newsletters to Residential and Commercial customers

Section Reference	Type of Requirement	Requirement	Responsible Party	Delegation	Frequency	Action Item(s)	Deliverables
							(Republic Services and EBS) Website (RecycleMore): 8) Online Recycling Guide 9) SB 1383 Compliance Pages 10) Backyard Composting information 11) Compost Giveaway information 12) Curbside Organics and Food Scrap Pail Program 13) Online Business Self-Reporting Form / Self-Haul / Waivers 14) School Recycling and Classroom Educational Programs/Organic Recycling at Schools 15) Garbage Collection Services Hauler Contact Information Resources Website (Haulers): 16) SB 1383 resource pages as required by franchise agreements Social Media (RecycleMore): 17) Various postings on the following: a. Awareness for Reducing, Reusing and Recycling b. Food Savings/ Sustainability/Waste Reduction Tips c. Compost Giveaway for Residents/ Compost Workshop/ Discount Compost Bin Program

Section Reference	Type of Requirement	Requirement	Responsible Party	Delegation	Frequency	Action Item(s)	Deliverables
							Include all outreach material in Implementation Record
18985.2 (a)	Outreach – Edible Food Recovery	Develop a list of food recovery organizations and food recovery services operating within the jurisdiction and maintain the list on the jurisdiction's website	RecycleMore		2/1/2022; Annually	Annual program implementation	RecycleMore to annually verify list of food recovery organizations and services within the service area Include in Implementation Record
18985.2 (b)	Outreach – Edible Food Recovery	Provide commercial edible food generators that generate edible food with the following information: details about the edible food recovery program, information about commercial edible food generators, requirements and about food organizations and services operating within the jurisdiction and where a list of all services can be found	RecycleMore		Annually	Annual program implementation	RecycleMore to annually provide educational material to identified Tier 1 and 2 commercial edible food generators in the service area Include in Implementation Record
		Article 7. Regulation of Haulers					
18988.1 (a)	Reporting	Require haulers to identify the facilities to which they will transport organic waste	Member Agencies/ RecycleMore		On or before 2/1/2022; Complete	None	Franchise Agreements with Haulers identify which facility Haulers are permitted to transport collected organic waste to. Post Collection Agreement with Republic Services identifies facilities permitted to process the material collected by the Franchise Agencies. Indicate in individual Member Agency Implementation Records
18988.1 (b)	Enforceable Ordinance	If a jurisdiction allows generators to self-haul organic waste, adopt an ordinance or a similarly enforceable mechanism	Member Agencies		On or before 2/1/2022; Completed	None	Indicate in individual Member Agency Implementation Records

Section Reference	Type of Requirement	Requirement	Responsible Party	Delegation	Frequency	Action Item(s)	Deliverables
		Article 8. CALGreen Building Standards and Model Water Efficient Landscape Ordinance (MWELO)					
18989.1(a)	Enforceable Ordinance	Adopt an ordinance or enforceable requirement complying with CalGreen Code Sections 4.410.2, 4.408.1, or 5.408.1	Member Agencies		On or before 2/1/2022; Complete	None	Indicate in individual Member Agency Implementation Records
18989.2(a)	Enforceable Ordinance	Adopt an ordinance or other enforceable requirement that requires compliance with the Model Water Efficient Landscape Ordinance	Member Agencies		On or before 2/1/2022; Complete	None	Indicate in individual Member Agency Implementation Records
		Article 10. Jurisdiction Edible Food Recovery Programs, Food Generators, and Food Recovery					
18991.1	Edible Food Recovery	Implement an edible food recovery program including: educating edible food generators, increase access to food recovery organizations and food recovery services, monitor commercial edible food generators compliance, increase edible food recovery capacity (if needed)	RecycleMore	Consultant	9/1/2022; Ongoing	Ongoing furtherance of food recovery program. RecycleMore is working with RecycleSmart on a regional program	RecycleMore has a consultant to provide education and technical assistance to commercial edible food generators
18991.1 (b)	Edible Food Recovery	Jurisdictions may fund actions taken to comply with this section through franchise fees, local assessments or other funding mechanisms	RecycleMore/ Member Agencies		Assessed as needed	Fund actions as needed	Utilize funding mechanisms as needed
		Article 11. Capacity Planning					
18992.1 (b)	Organic Waste Recycling Capacity Planning	A jurisdiction contacted by a county pursuant to subdivision shall respond to the county's request for the information necessary to comply with the requirements of this article	RecycleMore		120 days of receiving request from County	Respond to County as needed	Respond to County as needed

Section Reference	Type of Requirement	Requirement	Responsible Party	Delegation	Frequency	Action Item(s)	Deliverables
18992.1 (d)	Organic Waste Recycling Capacity Planning	If a county determines that organic waste recycling capacity is insufficient, each jurisdiction that lacks sufficient capacity is required to submit an implementation schedule to the Department that demonstrates how it will ensure there is enough available capacity to recover the organic waste currently disposed	RecycleMore		As needed	Respond as needed	Submit an implementation schedule to the Department as needed
18992.2 (c)	Edible Food Recovery Capacity Planning	If a county identifies that new or expanded capacity is needed to recover the amount of edible food identified, each jurisdiction within that county that lacks capacity shall submit an implementation schedule to the Department that demonstrates how it will ensure there is enough new or expanded capacity to recover the edible food currently disposed	RecycleMore		As needed	Respond as needed	Submit an implementation schedule to the Department as needed
		Article 12. Procurement of Recovered Organic Waste Products					
18993.1 (a) (e)	Recovered Organic Waste Product Procurement	Procure quantity of recovered organic waste products that meets or exceeds its current annual recovered organic waste product procurement target. City shall comply with requirement by directly procuring recovered organic waste products or requiring, through written contract, that a direct service provider to the jurisdiction procure recovered organic waste products and provide written documentation	Member Agencies		1/1/2022; Annually	To be evaluated and implemented by each Member Agency	Indicate in individual Member Agency Implementation Records

Section Reference	*Type of Requirement*	*Requirement*	*Responsible Party*	*Delegation*	*Frequency*	*Action Item(s)*	*Deliverables*
18993.3 (b)	Recycled Paper Content Procurement	Procure paper products, and printing and writing paper, consistent with the requirements of Sections 22150-22154 of the Public Contract Code	Member Agencies		1/1/2022; Ongoing	To be evaluated and implemented by each Member Agency	Store in individual Member Agency Implementation Records
18993.3 (c)	Recycled Paper Content Procurement	Require businesses from whom it purchases paper products and printing to certify in writing the minimum percentage of postconsumer paper products and printing and writing paper offered or sold to jurisdiction	Member Agencies		1/1/2022; Ongoing	To be evaluated and implemented by each Member Agency	Store in individual Member Agency Implementation Records
		Article 13. Reporting					
18994.1 (a)	Reporting	Report to the department a copy of ordinances adopted pursuant to this chapter and the contact information for the person responsible for compliance with the container color requirements	Member Agencies		4/1/2022; Complete	None	Store in individual Member Agency Implementation Records
18994.2 (a)	Reporting	Report for the period covering the entire previous calendar year	RecycleMore		10/1/2022; 8/1/2023 and annually thereafter	RecycleMore to annually request data from the Haulers and Member Agencies to prepare and submit report	First Program reporting 10/1/22 and 8/1 thereafter
		Article 14. Enforcement Requirements					

Section Reference	Type of Requirement	Requirement	Responsible Party	Delegation	Frequency	Action Item(s)	Deliverables
18995.1 (a) (1) (A)	Enforcement	Have an inspection and enforcement program that is designed to ensure overall compliance with this chapter and complete a compliance review of all garbage accounts for commercial businesses that generate two cubic yards or more per week of solid waste and determine compliance, as well as conduct route reviews, and contamination requirements	RecycleMore / Member Agencies		1/1/2022; As needed	Follow enforcement workflows as needed	Determine non-compliance and notify Member Agency (RecycleMore) Issue NOVs/Citations (Member Agencies) Store enforcement workflow and any enforcement actions in individual Member Agency Implementation Records
18995.1 (a) (2)	Enforcement	Conduct inspection of Tier 1 commercial edible food generators and organizations 2022, and Tier 2 on or after January 1, 2024	RecycleMore	Consultant	1/1/2022; 1/1/2024; Ongoing	Enforcement workflows to be followed for non-compliance	Store reports and any enforcement actions in individual Member Agency Implementation Records
18995.1 (a) (3)	Enforcement	Inspect, conduct route or compliance reviews when investigating a complaint	RecycleMore		1/1/2022; As needed	Investigate complaints as needed	Store reports and any enforcement actions in individual Member Agency Implementation Records
18995.1 (a) (4)	Enforcement	Provide educational material describing the applicable requirements of this chapter in response to violations	RecycleMore		1/1/2022-12/31/2023; As needed	Enforcement workflows to be followed for non-compliance	Store in individual Member Agency Implementation Records
18995.1 (a) (5)	Enforcement	Enforce this chapter in response to violations	Member Agencies	RecycleMore (enforcement assistance)	1/1/2024; As needed	Enforcement workflows to be followed for non-compliance	Determine non-compliance and notify Member Agency (RecycleMore) Issue NOVs/Citations (Member Agencies) Store enforcement workflow and any enforcement actions in individual Member Agency Implementation Records

Section Reference	*Type of Requirement*	*Requirement*	*Responsible Party*	*Delegation*	*Frequency*	*Action Item(s)*	*Deliverables*
18995.1 (a) (6)	Enforcement	At least every five years from the date of issuance, verify through inspection that commercial businesses are meeting de minimis and physical space waivers for compliance	RecycleMore/ Member Agency	Consultant	Within 5 years of waiver approval	RecycleMore inspect generators, Member Agencies approve recommended actions	Store records and any actions in individual Member Agency Implementation Records
18995.1 (b)	Enforcement	Conduct a sufficient number of route reviews and inspections of entities described in this section to adequately determine overall compliance with this chapter	Member Agencies/ RecycleMore/	Haulers/ Sub-consultants	Ongoing	Enforcement workflows to be followed for non-compliance	Store records in individual Member Agency Implementation Records
18995.1 (c)	Enforcement	Generate a written or electronic record for each inspection, route review, and compliance review conducted pursuant to this chapter	RecycleMore/ Member Agencies	Haulers/ Sub-consultants	Ongoing	Create records as needed	Store records in individual Member Agency Implementation Records
18995.1 (d)	Enforcement	Documentation of route reviews, compliance and inspection reviews, as well as other records of enforcement shall be maintained in the Implementation Record. Records will include copies of all documentation, enforcement actions, date of violation, date of compliance and educational materials	RecycleMore		Ongoing	Upload records to SB 1383 program trackers and the individual Member Agency Implementation Records as required	Store records in individual Member Agency Implementation Records

CITY COUNCIL REPORT

9.D.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Stacy Shell, Human Resources Director, 510-741-3864, sshell@pinole.gov

SUBJECT: ADOPT A RESOLUTION TO FIX THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO PINOLE POLICE EMPLOYEES' ASSOCIATION (PPEA)

RECOMMENDATION

Staff recommends that the City Council adopt a resolution fixing the employer's contribution at an equal amount for employees and annuitants under the Public Employees' Medical and Hospital Care Act with respect to PPEA.

BACKGROUND

The City provides active employees and retired annuitant City employees with medical insurance. The City provides this insurance through an agreement with the California Public Employees' Retirement System (CalPERS). The Public Employees' Medical and Hospital Care Act (PEMHCA) governs the CalPERS Health Program which enables contracting agencies, such as the City of Pinole, to provide a health benefit program to active employees and retired annuitants.

Contracting agencies are required to provide a minimum employer medical insurance contribution toward the cost of the monthly premium for all eligible employees and retired annuitants. Local agencies can contribute amounts in excess of the minimum contribution.

Under PEMHCA, the City provides insurance to eligible retired annuitants (those that have a minimum of five (5) years of service with the City and 10 years of total CalPERS service credit) under the framework of a vesting schedule, whereas the percentage of the City's contribution toward medical insurance premiums increase with continued service.

Pursuant to the CalPERS agreement, the City has designated employee groups which would be eligible to participate in the CalPERS health plans. Through a recent negotiated side letter agreement to the Memorandum of Understandings (MOUs) between the City and PPEA, the City has agreed to pay for a portion of the monthly medical premiums for active and retired employees and dependents.

REVIEW AND ANALYSIS

In accordance with the recently negotiated side letter agreement to the PPEA MOU, effective July 1, 2026, the City shall pay up to the 2025 Kaiser medical monthly premiums for active and

retired members in, or who were previously in, the designated group, based on enrollment status.

The attached resolution reflects the new contribution amount which the City Council has agreed to pay towards the active and retired employees' medical payment.

Below are the 2026 CalPERS Kaiser medical premiums for each level of benefit. The rates reflect a 5% increase compared to the 2025 premiums.

One Party Coverage: $1,168.86
Two Party Coverage: $2,337.72
Family Coverage: $3,039.04

Pursuant to CalPERS regulations, any time an employer changes the medical premiums paid by the City on behalf of an employee group, the amount to be paid must be reflected through a Resolution approved by the City Council. A Resolutions reflecting contribution changes must be forwarded to the CalPERS office, no later than 60 days prior to implementation of the City's contribution, for official notification and processing.

FISCAL IMPACT

In FY 2025–26, the City budgeted a total of $3,721,524 for payment of medical premiums for active employees and retired annuitants, which is sufficient to cover the City's health insurance obligation.

ATTACHMENTS

A. Resolution

RESOLUTION NO. 2026-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING THE FIXING OF EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

(PPEA Employees)

WHEREAS, the City of Pinole is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by Pinole Police Employees Association (PPEA) employees; and

WHEREAS, Government Code Section 22892(a) provides that a contracting agency subject to the Act shall fix the amount of employer contribution by resolution; and

WHEREAS, Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pinole that:

1. The employer's contribution, effective July 1, 2026, for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of $1,112.90 per month with respect to employee or annuitant enrolled for self alone, $2,225.80 per month for employee or annuitant enrolled for self and one family member, and $2,893.54 per month for employee or annuitant enrolled for self and two or more family members, plus administrative fees and Contingency Reserve Fund assessments.

2. The City of Pinole has fully complied with any and all applicable provisions of Government Code 7507 in electing the benefits set forth above.

3. The participation of the employees and annuitants of the City of Pinole shall be subject to determination of its status as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that the City of Pinole would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.

4. The executive body appoint and direct, and it does hereby appoint and direct, the City Manager of the City of Pinole, to file with the Board a verified copy of this resolution, and to perform on behalf of the City Council all functions required of it under the Act.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of April 2026 by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on this 21st day of April 2026.

_____
Heather Bell-Spears, CMC
City Clerk

CITY COUNCIL REPORT

9.E.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Melissa Klawuhn, Acting City Manager/Police Chief, mklawuhn@pinole.gov
Justin Rogers, Police Commander, 510-724-8946, jrogers@pinole.gov

SUBJECT: ADOPT A RESOLUTION TO APPROVE THE PURCHASE OF POLICE DEPARTMENT VEHICLES FOR FISCAL YEAR 2025-26

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution to approve the purchase of:

1. Two 2025 Chevrolet Tahoe Police Pursuit Vehicles (PPVs) for the Police Department fleet;
2. Two 2026 Chevrolet Traverse vehicles for administrative and investigative use;
3. One 2025 Chevrolet Silverado pickup truck to support the Department's opioid response and prevention program; and
4. One 2026 Harley-Davidson Road Glide FLTRX motorcycle for traffic enforcement and grant-funded cannabis impaired driving enforcement activities.

BACKGROUND

The Police Department currently operates a fleet of aging patrol vehicles, many of which have exceeded or are approaching the end of their useful service life. Older patrol vehicles are increasingly expensive to maintain and have experienced more frequent mechanical failures and downtime.

During the past two fiscal years, the department has incurred approximately $151,461.95 in vehicle repair and maintenance expenses, specifically:

- FY 2023–24 vehicle repair and maintenance costs totaled approximately $98,104.49; and
- FY 2024–25 year-to-date vehicle repair and maintenance costs total approximately $53,357.46.

These rising costs reduce the department's ability to maintain reliable emergency response vehicles and create additional operational risk when vehicles are unavailable for repairs. The department has identified two patrol vehicles for replacement. The proposed 2025 Chevrolet Tahoe PPVs will replace aging patrol units that are no longer cost-effective to maintain. In

addition, two Chevrolet Traverse vehicles will replace aging administrative vehicles.

Separately, the department has identified a need for a utility vehicle to support opioid-related operations funded through the National Opioid Settlement funds. The proposed Chevrolet Silverado will provide a dedicated vehicle for opioid response and prevention efforts, including the transport of training and educational materials, support equipment, overdose response supplies, and future opioid-detection K9 equipment.

In 2025, the Pinole Police Department was awarded $99,482 from the Cannabis Tax Fund Grant program. Part of the project included purchasing a motorcycle to assist with the enforcement of drug-impaired driving.

REVIEW AND ANALYSIS

Chevrolet Tahoe Police Pursuit Vehicles

The Chevrolet Tahoe PPV is the Department's preferred patrol platform due to its proven performance, officer safety features, cargo capacity, and compatibility with existing emergency equipment and upfitting. The Tahoe purchases are consistent with the City's ongoing fleet replacement strategy and will reduce future maintenance expenses while improving vehicle availability and officer safety.

The Department proposes purchasing two 2025 Chevrolet Tahoe PPVs to be assigned as patrol units and replace older fleet vehicles that have become increasingly unreliable and costly to maintain. Each Tahoe is estimated to cost approximately $92,631.11, including necessary police upfitting, emergency equipment, and additional lighting upgrades. The quotes were obtained through the Cooperative State Bid via Fairfield Chevrolet (California Police Cars). The quote ($89,818.53 per vehicle) did not include $2,812.58 for visible rear emergency lighting (total cost per vehicle is $92,631.11). The two Tahoes will be funded through the Police Department's Supplemental Law Enforcement Service Fund and the Equipment Reserve Fund, which includes insurance proceeds from a totaled vehicle.

Chevrolet Traverse

The Department proposes purchasing two 2026 Chevrolet Traverse vehicles to support administrative, detective, and other non-patrol assignments. The Traverses will provide reliable replacement vehicles for existing aging administrative fleet units and will allow the Department to reserve Tahoe patrol vehicles for frontline emergency response assignments. The proposed Traverse vehicles include light police upfitting and safety equipment appropriate for administrative and investigative assignments.

Each Traverse is estimated to cost approximately $57,950.64, including vehicle cost, delivery, taxes, fees, and upfitting. The total cost for two Traverses is $115,901.28. The quote was obtained through the Cooperative State Bid via Winner Chevrolet. The purchase of the two Traverses will be funded through the Equipment Reserve Fund.

Chevrolet Silverado

The Department proposes purchasing one 2025 Chevrolet Silverado pickup truck to support opioid-related prevention, education, and response activities. Anticipated uses include:

- Transporting overdose response supplies and equipment;

- Supporting community outreach and opioid education events;
- Transporting training materials, tables, canopies, and outreach supplies;
- Supporting future opioid detection K9 program operations; and
- Providing a dedicated vehicle for opioid-related prevention and response activities.

The proposed Silverado will be funded through the National Opioid Settlement funds. It is an allowable use of these funds because it directly supports the Department's opioid response and prevention mission. The vehicle will not be used as a general patrol vehicle. The estimated cost of the Silverado, including required utility upfitting and equipment, is $93,622.26. The quote was obtained through the Cooperative State Bid via Fairfield Chevrolet (California Police Cars).

Harley-Davidson Road Glide
The Department purchased a 2026 Harley-Davidson Road Glide FLTRX motorcycle, funded by the California Department of Highway Patrol Cannabis Tax Fund Grant Program (CTFGP). The motorcycle will be assigned to traffic enforcement and used to support impaired-driving enforcement, special events, traffic-safety operations, and grant-related enforcement activities.

The Harley-Davidson provides an effective platform for traffic enforcement and enhances the Department's ability to conduct high-visibility enforcement and impaired-driving operations. The total cost of the motorcycle, including freight, preparation, accessories, fees, and taxes, is $35,709.80. The law enforcement-specific vehicle is sole-sourced through Harley-Davidson.

FISCAL IMPACT

The estimated fiscal impact of the purchases is as follows:

Vehicle	Funding Source	Estimated Cost
Two 2025 Chevrolet Tahoe PPVs	Supplemental Law Enforcement Service Fund and Equipment Reserve Fund	$185,262.22
Two 2026 Chevrolet Traverse Vehicles	Equipment Reserve Fund	$115,901.28
2025 Chevrolet Silverado	Opioid Settlement Fund	$93,622.26
2026 Harley-Davidson Road Glide FLTRX	Department of California Highway Patrol Cannabis Tax Fund Grant Program (CTFGP)	$35,709.80
Total		$430,495.56

Funding for the proposed vehicle purchases has been identified in the Equipment Reserve Fund, the Supplemental Law Enforcement Service Fund, the Opioid Settlement Fund, and the California Department of Highway Patrol Cannabis Tax Fund Grant Program.

ATTACHMENTS

A. Resolution, Final
B. Vehicle Quotes

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE AUTHORIZING THE PURCHASE OF POLICE DEPARTMENT VEHICLES FOR FISCAL YEAR 2025-26

WHEREAS, the City of Pinole Police Department operates a fleet of patrol and support vehicles necessary to provide public safety services; and a majority of existing patrol and administrative vehicles have reached the end of their useful service life and require replacement; and

WHEREAS, the Police Department has identified the need to purchase two 2025 Chevrolet Tahoe Police Pursuit Vehicles to replace aging patrol units, and the two Chevrolet Tahoe Police Pursuit Vehicles will be funded through the Police Department's Supplemental Law Enforcement Service Fund and the Equipment Reserve Fund, which includes insurance proceeds from a totaled vehicle; and

WHEREAS, the Police Department has identified the need to purchase two 2026 Chevrolet Traverse vehicles to support administrative and investigative assignments funded through the Equipment Reserve Funds; and

WHEREAS, the Police Department has further identified the need to purchase one 2025 Chevrolet Silverado pickup truck to support opioid response, prevention, education, and future opioid detection K9 program activities funded through the National Opioid Settlement funds; and

WHEREAS, the Police Department has purchased one 2026 Harley-Davidson Road Glide FLTRX motorcycle to support traffic safety, impaired driving enforcement, and special enforcement operations funded through the Department of California Highway Patrol Cannabis Tax Fund Grant Program (CTFGP); and

WHEREAS, the total cost of the proposed vehicle purchases is $430,495.56, consisting of $185,262.22 for two Chevrolet Tahoe Police Pursuit Vehicles, $115,901.28 for two Chevrolet Traverse vehicles, $93,622.26 for one Chevrolet Silverado pickup truck, and $35,709.80 for one Harley-Davidson Road Glide FLTRX motorcycle; and

WHEREAS, funding for these purchases has been identified within the Police Department's Supplemental Law Enforcement Service Fund, the Equipment Reserve Funds, the National Opioid Settlement funds, and the Department of California Highway Patrol Cannabis Tax Fund Grant Program (CTFGP).

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pinole does hereby resolve to approve the purchase of:

1. Two 2025 Chevrolet Tahoe Police Pursuit Vehicles funded through the Police Department's Supplemental Law Enforcement Service Fund and the Equipment Reserve Fund;
2. Two 2026 Chevrolet Traverse vehicles funded through the Equipment Reserve Funds;

3. One 2025 Chevrolet Silverado pickup truck funded through the National Opioid Settlement funds; and
4. One 2026 Harley-Davidson Road Glide FLTRX motorcycle funded through the Department of California Highway Patrol Cannabis Tax Fund Grant Program (CTFGP).

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of April 2026 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on this 21st day of April 2026.

_____
Heather Bell- Spears, CMC
City Clerk

California Police Cars

Address: 2501 Martin Rd.
Fairfield, CA 94534
Phone: (707) 422-7777

Date: 1/14/2026
Project: PPV BASE PKG

Prepared for:	Justin Rogers Operations Commander Pinole Police Department 880 Tennent Ave. Pinole, CA 94564 (510) 724-8950

Vehicle:
2025 Chevrolet Tahoe PPV

Prepared by:	Mekhai Sta Rosa Fleet Manager California Police Cars 2501 Martin Rd. Fairfield, CA 94534 (707) 422-7777

Front End Equipment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
1	SA315P	Whelen Siren Speaker	1	$412.00	$412.00
2	SAK70	Whelen Siren Bracket	1	$53.00	$53.00
3	I2D	Whelen Duo Linear Ion Red/White Black Housing	1	$206.00	$206.00
4	I2E	Whelen Duo Linear Ion Blue/White Black Housing	1	$206.00	$206.00
5	----	Custom Bracket for Ion Lights	2	$100.00	$200.00

Roof Equipment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
6	BB2SP3J	Whelen Liberty II Lightbar	1	$2,300.00	$2,300.00
7	STPKT101	Tahoe Strap Kit	1	$0.00	$0.00
8	----	Antenna and Cable	1	$150.00	$150.00
9	----	Wifi Antenna and Cable	1	$250.00	$250.00

Side Equipment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
10	TST0	Whelen Ion T-Series (Red)	1	$199.00	$199.00
11	TST0	Whelen Ion T-Series (Blue)	1	$199.00	$199.00
12	PSJC3FCR	MEGA T-SERIES TRIO FLASHER RBW	2	$238.00	$476.00
13	PSBKT90	STRIP-LITE+ 90 DEG MT KIT	2	$32.00	$64.00

Drivers Compartment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
14	CCTL7	Whelen WECAN 21 Button Slide Controller	1	$473.00	$473.00
15	CC399SP	Whelen Core SCANport Install Kitt C399	1	$189.00	$189.00
16	C-VS-1012-TAH-2	Havis 22" Vehicle-Specific Console	1	$404.95	$404.95
17	C-ARM-102	Havis Side Mount Armrest	2	$61.95	$123.90
18	C-EB40-CSS-1P	Havis Console Equipment Bracket	1	$19.95	$19.95
19	C-EB25-MMT-1P	Havis Console Equipment Bracket	1	$16.95	$16.95
20	C-EB30-U15-1P	Havis Console Equipment Bracket	1	$16.95	$16.95
21	CUP2-1001	Havis Internal Cup Holder	1	$44.95	$44.95
22	C-FP-05	Havis Console Filler Plate	1	$6.95	$6.95
23	C-FP-15	Havis Console Filler Plate	2	$6.95	$13.90
24	C-FP-3	Havis Console Filler Plate	1	$7.95	$7.95
25	C-FP-2	Havis Console Filler Plate	1	$6.95	$6.95
26	C-HDM-204	Havis Telescoping Pole - Side Mount	1	$151.95	$151.95
27	C-MD-119	Havis 11" Slide-Out Locking Swing Arm	1	$242.95	$242.95
28	MMSU-1	Magnetic Mike Magnetic Microphone Kit	1	$39.95	$39.95
29	LF12ERB	Littlite 12" Halogen Map Light	1	$130.40	$130.40
30	11652	Gamber-Johnson Map Light Bracket	1	$22.07	$22.07
31	BC20	20W Speaker	1	$60.33	$60.33
32	GK10301S1U	Setina Gun Rack Lock, Setina D-T Rail Mount-Lock	1	$529.00	$529.00

Prisoner Compartment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
33	PK0355TAH21	Setina 10VS RP Coated Poly Partition	1	$1,099.00	$1,099.00
34	QK1374TAH21	Full Transport Seat	1	$1,239.00	$1,239.00
35	DK0598TAH21	Door Panel Aluminum	2	$249.00	$498.00
36	PK09123TAH212ND	12VS Expanded Metal Partition (Behind Rear Seat)	1	$659.00	$659.00

Rear Cargo

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
37	C399	Whelen CenCom Core & Siren Control Center	1	$1,411.00	$1,411.00
38	AC-PC-Tray	Troy Products Cargo Electronic Lidded Storage Box	1	$453.00	$453.00

California Police Cars 100 AMP Power Package

Part #	Description	Total Price
AFS CTF-B6T6G	Combined Timer Fuse Panel	
----	6 Gauge Battery Cable	
----	Custom Wiring Harness	$3,500.00
----	100 AMP Blue Sea Circuit Breaker	
----	Heat Shrink Weatherproof Connectors	

Optional Equipment (Not Included in Base Package)

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
39	OEWD54	ION Outer Edge WC Duo 21 Tahoe	1	$1,785.00	$1,785.00
40	OEI2K	Add R-A Ion Outer Edge	3	$16.00	$48.00
41	OEI2MX	Add B-A Ion Outer Edge	3	$16.00	$48.00
42	----	New Cables for Customer Supplied Used Radio	1	$299.00	$299.00

Parts:	$16,076.05
Labor:	$8,500.00
Vehicle:	$56,892.00
Sales Tax:	$8,350.48
Total	$89,818.53

Winner Chevrolet

7220 Fawn Way,
Sacramento, CA 95823
775-450-9209 Mobile

TO: Barry Duggan
Pinole PD
2131 Pear St.
Pinole, CA 94564

(510) 914-0829

DATE March 19, 2026
Quotation # 22738
FAN # 916876

Prepared by: Jerry Powers

Comments or special instructions: Vehicle build and options are in additional pages.
Contract # 33386

Description	AMOUNT
Chevy Traverse	$ 42,085.00
Options (Refer to Window Sticker):	$ 1,650.00
Dana Safety Supply Upfit Per Attached Spec	$ 8,735.00
5 sets of keys and delivery included in contract price.	
Ship To Address: 880 Tennant Ave, Pinole, CA 94564	
****** Please review, sign, and return a copy of the quote and ******	
****** specs with the PO or the vehicle will not be ordered. ******	
******Shipping charge added for deliveries beyond Sacramento. No charge for will call.******	
Subtotal	$ 52,470.00
DOC Fee	$ 85.00
Taxable Subtotal:	$ 52,555.00
Tax Rate(Subject to change): 10.250%	$ 5,386.89
Tire Fee:	$8.75
Fuel	
Delivery Charge:	
Total:	**$ 57,950.64**
Grand Total	$ 57,950.64

_____
(Order Acknowledgment Signature) **(Date)**

CA Tire Fee: $1.75 / Per Tire

QTY	1

If you have any questions concerning this quotation, contact Jerry Powers at 775-450-9209 or email at JPowers@KnightElkGrove.com

THANK YOU FOR YOUR BUSINESS!

Sales Quote

DANA SAFETY SUPPLY, INC
500 S EDWARDIA DR
GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620334
Customer No.	ELKGROVAG

Bill To	Ship To
ELK GROVE AUTO COMPANY 8575 Laguna Grove Dr Elk Grove, CA 95757	(For Pickup - ROSE) ROSEVILLE WAREHOUSE 1030 Winding Creek Rd Ste 100 Roseville, CA 95678
Contact: Andrew Villareal/David Brewer **Telephone:** 916-509-8598, 916-50 **E-mail:** cdekoning@knightelkgrove.com; jpowers@knightelkg	**Contact:** Nicholas Elmer **Telephone:** 916-747-1830 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/18/26	UPS GROUND FREIGHT	QUOTED FREIGHT		NET30

Entered By	Salesperson	Ordered By	Resale Number
Tanner Kissinger	Tanner Kissinger- Roseville CA	JERRY POWERS	

Order Quantity	Approve Quantity	Tax	Item Number / Description
1	1	N	INFO END USER Warehouse: ROSE CITY OF PINOLE
1	1	N	INFO VEHICLE INFORMATION Warehouse: ROSE UNIVERSAL UC UPFIT FOR THE FOLLOWING: CHEVY TRAVERSE CHEVY BLAZER CHEVY COLORADO
1	1	N	INFO FRONT END Warehouse: ROSE
1	1	Y	ETHFSS-SP-ISO SOI SOLID STATE ISOLATED HEADLIGHT FLASHER Warehouse: ROSE NOTE --- NO FLASHER AVAILABLE FOR THE HIGH INTENSITY GAS DISCHARGE HEADKIGHTS. POSITIVE SIDE SWITCHING ONLY **********

Print Date	03/18/26
Print Time	06:00:29 PM
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Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/18/26	UPS GROUND FREIGHT	QUOTED FREIGHT		NET30

Entered By	Salesperson	Ordered By	Resale Number
Tanner Kissinger	Tanner Kissinger- Roseville CA	JERRY POWERS	

Order Quantity	Approve Quantity	Tax	Item Number / Description
4	4	Y	MPS63U-RBW-SMK FED SIG TRI COLOR,18-LED,RED/BLUE/WHT, Warehouse: ROSE MOUNTED BEHIND GRILLE ON BRACKETS TWO (2) BEHIND TOP OF GRILLE NEAR OUTER EDGE OF GRILLE - ONE (1) EACH SIDE (DS/PS) TWO (2) BEHIND BOTTOM OF GRILLE, CENTERED - ONE (1) EACH SIDE (DS/PS)
4	4	Y	MPSM6-LB FED SINGLE MPS600 OR MPS600U L-BRACKET KIT Warehouse: ROSE
1	1	Y	ES100C FED ES100/DYNAMAX 100W CLASS A SPEAKER Warehouse: ROSE SPEAKER MOUNTED BEHIND GRILLE
1	1	Y	ESB-U FED SIG KIT,ES100 UNIVERSAL BAIL Warehouse: ROSE
1	1	N	INFO FRONT INTERIOR LIGHTING / CONSOLE Warehouse: ROSE

Print Date	03/18/26
Print Time	06:00:29 PM
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Contact: Andrew Villareal/David Brewer **Telephone:** 916-509-8598, 916-50 **E-mail:** cdekoning@knightelkgrove.com; jpowers@knightelkg	**Contact:** Nicholas Elmer **Telephone:** 916-747-1830 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/18/26	UPS GROUND FREIGHT	QUOTED FREIGHT		NET30

Entered By	Salesperson	Ordered By	Resale Number
Tanner Kissinger	Tanner Kissinger- Roseville CA	JERRY POWERS	

Order Quantity	Approve Quantity	Tax	Item Number / Description
1	1	Y	SIFMJS-UNIV-P3 FED SIG UNIVERSAL FRONT ILS, RBW/RBW Warehouse: ROSE
1	1	Y	PW100H FED SIG PATHWAY 100 WATT HANDHELD Warehouse: ROSE MOUNTED IN OEM CENTER CONSOLE
2	2	Y	MMSU-1 MAGNETIC MIC SINGLE UNIT CONVERSION KIT Warehouse: ROSE ONE (1) USED FOR HANDHELD CONTROLLER ONE (1) USED FOR RADIO MIC
1	1	N	INFO REAR END Warehouse: ROSE
2	2	Y	XSM2-BRW-US FEDSIG DUAL-HEAD XSTREAM - BLUE/RED/WHITE Warehouse: ROSE MOUNTED IN REAR GLASS USING HEADLINER BRACKETS - ONE (1) EACH SIDE (DS/PS)
2	2	Y	XSMBKT03 Headliner mount bracket for single or dual head Warehouse: ROSE

Print Date	03/18/26
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Continued on Next Page

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Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/18/26	UPS GROUND FREIGHT	QUOTED FREIGHT		NET30

Entered By	Salesperson	Ordered By	Resale Number
Tanner Kissinger	Tanner Kissinger- Roseville CA	JERRY POWERS	

Order Quantity	Approve Quantity	Tax	Item Number / Description
2	2	Y	416309-RBW-SMK FED SIG FLSH MNT LIGHTHEAD,RED/BLU/WHT, SMOKE LENS Warehouse: ROSE FLUSH MOUNT LIGHTS MOUNTED TO REAR BUMPER NEXT TO OEM REVERSE SENSORS - ONE (1) EACH SIDE (DS/PS)
1	1	Y	ETFBSSN-P SOI 100% SOLID STATE TAILLIGHT FLASHER (12-WIRE) Warehouse: ROSE
1	1	N	INFO CIRCUIT PROTECTION & ELECTRONICS Warehouse: ROSE ALL ELECTRONICS MOUNTED UNDER FRONT OR REAR SEATS
1	1	Y	EXPMOD24 FEDERAL SIGNAL PATHFINDER EXPANSION MODULE Warehouse: ROSE
1	1	Y	7616-2001B EGIS DUAL TIME DELAY RELAY W/FULL HARNESS Warehouse: ROSE
1	1	Y	4703-100B Egis Circuit Breaker, Surface Mount, 100 Amp Warehouse: ROSE
1	1	Y	8026B EGIS RT FUSE BLOCK 12-POS, W/ GROUND & LED INDICATION Warehouse: ROSE

Print Date	03/18/26
Print Time	06:00:29 PM
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Continued on Next Page

Sales Quote

DANA SAFETY SUPPLY, INC
500 S EDWARDIA DR
GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620334
Customer No.	ELKGROVAG

Bill To	**Ship To**
ELK GROVE AUTO COMPANY 8575 Laguna Grove Dr Elk Grove, CA 95757	(For Pickup - ROSE) ROSEVILLE WAREHOUSE 1030 Winding Creek Rd Ste 100 Roseville, CA 95678
Contact: Andrew Villareal/David Brewer **Telephone:** 916-509-8598, 916-50 **E-mail:** cdekoning@knightelkgrove.com; jpowers@knightelkg	**Contact:** Nicholas Elmer **Telephone:** 916-747-1830 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/18/26	UPS GROUND FREIGHT	QUOTED FREIGHT		NET30

Entered By	Salesperson	Ordered By	Resale Number
Tanner Kissinger	Tanner Kissinger- Roseville CA	JERRY POWERS	

Order Quantity	Approve Quantity	Tax	Item Number / Description
	1	Y	INSTALL KIT MISC INSTALLATION SUPPLIES I.E. Warehouse: ROSE LOOM, WIRE, HARDWARE, CONNECTORS, ETC **********
1	1	Y	INSTALL DSS INSTALLATION OF EQUIPMENT Warehouse: ROSE
1	1	N	FREIGHT SHIPPING & HANDLING Warehouse: ROSE
1	1	Y	CUSTOMER SUPPLIED CUSTOMER SUPPLIED EQUIPMENT Warehouse: ROSE ONE (1) REMOTE RADIO KIT (TRANSCEIVER, REMOTE HEAD, CABLING, ANTENNA)

Approved By: _____

☐ **Approve All Items & Quantities**

Quote Good for 30 Days

Print Date	03/18/26
Print Time	06:00:29 PM
Page No.	5

By accepting this quote/order, the customer expressly acknowledges and agrees that to the extent not expressly prohibited by law, and except to the extent arising from or relating to the gross negligence or willful misconduct of DSS, its agents or its employees, DSS shall not be liable to the customer, or any third party for any damage to the vehicle/products resulting from or arising out of any ACTS OF GOD, including without limitation, any fires, floods, earthquakes, tornados, hail or similar weather events.

Winner Chevrolet / Elk Grove Auto Group
Jerry Powers | 916-426-5752 | JPowers@LasherAuto.com

Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT



Table of Contents

- Dealership Information
- Window Sticker
- Standard Equipment

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Data Version: 28023. Data Updated: Mar 19, 2026 1:48:00 AM UTC.

Winner Chevrolet / Elk Grove Auto Group

Dealership Information

PLEASE REVIEW THE "WINDOW STICKER," QUOTE, AND ALL INCLUDED INFORMATION AND SPECIFICATIONS FOR ACCURACY. IF A PURCHASE ORDER IS ISSUED, PLEASE INCLUDE A SIGNED COPY OF THIS QUOTE WITH THE "WINDOW STICKER." BY THIS QUOTE BEING SIGNED AND RETURNED BY THE PURCHASING AGENCY, THE PURCHASING AGENCY ACKNOWLEDGES THAT THE VEHICLE CONFIGURATION AND PRICE ARE ACCURATE.***TAX IS NOT INCLUDED IN THE QUOTE PRICE. PURCHASING AGENCY IS RESPONSIBLE FOR CALCULATING TAX. THE TAX RATE IS BASED ON THE REGISTRATION ADDRESS AND CANNOT BE A PO BOX. ******IF THE VEHICLE IS GOING TO BE DELIVERED BEYOND F.O.B. SACRAMENTO, ADDITIONAL COST WILL BE REQUIRED. ***

Prepared By:

Jerry Powers
Winner Chevrolet / Elk Grove Auto Group
916-426-5752
JPowers@LasherAuto.com

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Winner Chevrolet / Elk Grove Auto Group

Jerry Powers | 916-426-5752 | JPowers@LasherAuto.com

Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT (Complete)

Window Sticker

SUMMARY

[Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT — MSRP:$42,800.00

Interior:LT Jet Black, Premium cloth seat trim

Exterior 1:Summit White

Exterior 2:No color has been selected.

Engine, 2.5L Turbo DOHC SIDI with Variable Valve Timing (VVT)

Transmission, 8-speed automatic

OPTIONS

CODE	MODEL		MSRP
1LB56	[Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT		$42,800.00
	OPTIONS		
2LT	LT Preferred Equipment Group		$0.00
ABE	Seating, 7-passenger (2-2-3 seating configuration)		$0.00
AR9	Seats, front bucket		$0.00
BGP	Driver Confidence Package		$1,225.00
CAV	LPO, Integrated cargo liner	Inc.	
DRZ	Rear Camera Mirror	Inc.	
GAZ	Summit White		$0.00
HQB	LT Jet Black, Premium cloth seat trim		$0.00
KI6	Power outlet, 120-volt, located on the rear of center console	Inc.	
LK0	Engine, 2.5L Turbo DOHC SIDI with Variable Valve Timing (VVT)		$0.00
MF8	Transmission, 8-speed automatic		$0.00
PDF	LPO, Floor Liner Package		$425.00
QO5	Tires, 255/65R18 all-season blackwall		$0.00
RIA	LPO, All-weather floor liners, first and second row	Inc.	
RIB	LPO, All-weather floor liner, third row	Inc.	
SGE	Wheels, 18" (45.7 cm) Grazen Metallic machined-face aluminum		$0.00
UKK	Rear Pedestrian Alert	Inc.	
UV2	HD Surround Vision	Inc.	

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Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT (Complete)

UVX	Traffic Sign Recognition	Inc.	
VK3	License plate front mounting package		$0.00
VQ2	Fleet processing option		$0.00
YF5	Emissions, California state requirements		$0.00
___	Key Card	Inc.	
	SUBTOTAL		**$44,450.00**
	Adjustments Total		$0.00
	Destination Charge		$1,995.00
	TOTAL PRICE		**$46,445.00**

FUEL ECONOMY

Est City:20 MPG

Est Highway:24 MPG

Est Highway Cruising Range:520.80 mi

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Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT (Complete)

Standard Equipment

Package	
	Convenience Package includes (BTV) Remote Start, (KA1) heated driver and front passenger seats and (KI3) heated steering wheel
	Chevy Safety Assist includes (UE4) Following Distance Indicator, (UEU) Forward Collision Alert and (TQ5) IntelliBeam
	Safety Package 1 includes (UGN) Enhanced Automatic Emergency Braking, (KSG) Adaptive Cruise Control , (CTB) Intersection Automatic Emergency Braking, (UOW) Side bicyclist Alert, (UKM) Lane keep assist with Lane Departure Warning, enhanced and (UVZ) Reverse Automatic Braking
	Trailering Package includes Hitch with hitch cover, (PZ8) Hitch View, (CTT) Hitch Guidance, (V08) heavy-duty cooling system and (KW5) 220 amp alternator
Mechanical	
	Engine, 2.5L Turbo DOHC SIDI with Variable Valve Timing (VVT) (328 hp [244 kW] @ 5500 rpm, 326 lb-ft of torque [442 N-m] @ 3500 rpm) (STD)
	Transmission, 8-speed automatic (STD)
	Engine control, stop-start system
	Engine control, stop-start system override
	Electronic Precision Shift, electronic transmission range selector
	Cooling system, heavy-duty
	Alternator, 220 amps
	GVWR, 6394 lbs (2900 kg)
	All-wheel drive
	Hitch Guidance
	Hitch View
	Suspension, Ride and Handling
	Brake lining wear indicator
	Brakes, 4-wheel antilock, 4-wheel disc
Exterior	
	Wheels, 18" (45.7 cm) Grazen Metallic machined-face aluminum (STD)
	Tires, 255/65R18 all-season blackwall (STD)
	Wheel, spare, 18" (45.7 cm) steel
	Tire, compact spare, T135/70R18, blackwall
	Roof rails, Black

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Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT (Complete)

Exterior	
	Molding, bright door upper and low gloss Black belt
	Moldings, molded color bodyside
	Moldings, rocker, narrow, molded color
	Wheel moldings, mold-in-color Black
	Door handles, body-color
	Headlamps, LED, automatic on/off
	IntelliBeam, auto high beam
	Glass, deep-tinted
	Glass, rear, deep tint
	Mirrors, outside heated, power-adjustable, manual-folding Black, with integrated turn signal indicators
	Rear Camera Washer
	AutoSense Power Liftgate, programmable, hands free
Entertainment	
	Audio system, 17.7" diagonal advanced color high-contrast LCD display with Google built-in compatibility (select service plan required, terms and limitations apply), including navigation capability, connected apps, personalized profiles for each driver's settings, Natural Voice Recognition and Phone Integration for Wireless Apple CarPlay and Wireless Android Auto for compatible phones
	Audio system feature, 6-speaker system
	SiriusXM with 360L Trial Subscription. SiriusXM with 360L transforms your customers' ride with our most extensive and personalized radio experience on the road. (IMPORTANT: The SiriusXM trial subscription is not provided on vehicles that are ordered for Fleet Daily Rental ("FDR") use. Trial subscription is subject to the SiriusXM Customer Agreement and privacy policy, visit siriusxm.com which includes full terms and how to cancel. All fees, content, features, and availability are subject to change. Some features require GM connected vehicle services.)
	Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)
	Active Noise Cancellation, driveline
Interior	
	Seats, front bucket (STD)
	Seating, 7-passenger (2-2-3 seating configuration) (STD)
	Seat trim, premium cloth
	Seat adjuster, driver 8-way power
	Seat adjuster, front passenger 4-way manual
	Seats, heated driver and front passenger

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Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT (Complete)

Interior	
	Headrest, 3rd row center
	Floor mats, front, carpeted (Deleted when LPO floor mats or floor liners are ordered.)
	Floor mats, rear, carpeted (Deleted when LPO floor mats or floor liners are ordered.)
	Steering column, manual tilt and telescopic
	Steering wheel, wrapped, round bottom
	Steering wheel, heated
	Driver Information Center, 11" diagonal display
	Vehicle health management provides advanced warning of vehicle issues
	Windows, remote express-up/-down driver and express-down all passengers
	Keyless Open, all doors includes extended range Remote Keyless Entry with lock/unlock feature
	Remote Start
	Adaptive Cruise Control
	Wireless Phone Charging
	USB ports, 2, one type A and one type-C data/charge, located in the front area of the center console
	USB ports, 2 type-A, charge-only located on the rear of the center console
	USB ports, 2 type-A, charge-only one on each outboard location
	Air conditioning, tri-zone automatic climate control with individual climate settings for driver, front passenger and rear seat passengers
	Air conditioning, rear
	Sensor, cabin humidity and windshield temperature
	Mirror, inside rearview manual day/night
	Heater, electric, heater defroster system, reinforced
Safety-Mechanical	
	Enhanced Automatic Emergency Braking
	Front Pedestrian and Bicyclist Braking
	Intersection Automatic Emergency Braking
	Rear Cross Traffic Braking
	Reverse Automatic Braking
Safety-Exterior	
	Mechanical jack with tools

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Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT (Complete)

Safety-Interior	
	Airbags, driver and front passenger frontal, seat-mounted side-impact first row outboard, seat-mounted side-impact inboard driver, and roof rail-mounted for all outboard seating positions and Passenger Sensing System for front passenger (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
	OnStar Services capable (See onstar.com for details and limitations. Services vary by model. Service plan required.)
	OnStar Basics (OnStar Fleet Basics for Fleet) Drive confidently with core OnStar services including remote commands, built-in voice assistance, real-time traffic and navigation, and Automatic Crash Response to help if you're in need. (Requires (UE1) OnStar. OnStar Basics includes remote commands, Navigation, Voice Assistance, and Automatic Crash Response, for eligible vehicles with compatible software. OnStar Basics is standard for 8 years; OnStar plan, working electrical system, cell reception and GPS signal required. OnStar links to emergency services. Service coverage varies with conditions and location. Service availability, features and functionality vary by device and software version. See onstar.com for details and limitations.)
	Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
	Rear Park Assist
	HD Rear Vision Camera
	Blind Zone Steering Assist
	Lane Keep Assist with Lane Departure Warning, enhanced
	Following Distance Indicator
	Forward Collision Alert
	Side Bicyclist Alert
	LED Reflective Windshield Collision Alert
	Seat belt restraint pretensioner, rear
	Seat belt, 3-point, front passenger with pretensioner and load limiter
	Seat belt, 3-point, driver with pretensioner and load limiter
	Seat belts, all rows 3-point with pretensioners, driver and front passenger height-adjustable
	Seat belt indicator, second row
	Seat belt indicator, third row
	Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu
	LATCH system (Lower Anchors and Tethers for CHildren), for child restraints seats
	Display, automatic occupant sensing

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Vehicle: [Fleet] 2026 Chevrolet Traverse (1LB56) AWD 4dr LT w/2LT (Complete)

Safety-Interior	
	Passenger Sensing System sensor indicator inflatable restraint, front passenger/child presence detector (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
	Safety Alert Seat
	Tire Pressure Monitor System, auto learn
WARRANTY	
	Warranty Note: <<< Preliminary 2026 Warranty >>> Basic Years: 3 Basic Miles/km: 36,000 Drivetrain Years: 5 Drivetrain Miles/km: 60,000 Drivetrain Note: Certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles Corrosion Years (Rust-Through): 6 Corrosion Years: 3 Corrosion Miles/km (Rust-Through): 100,000 Corrosion Miles/km: 36,000 Roadside Assistance Years: 5 Roadside Assistance Miles/km: 60,000 Roadside Assistance Note: Certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles Maintenance Note: First Visit: 12 Months/12,000 Miles

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California Police Cars

Address: 2501 Martin Rd.
Fairfield, CA 94534
Phone: (707) 422-7777

Date: 2/9/2026
Project: S1500K9PPD02

Prepared for:	Justin Rogers Operations Commander Pinole Police Department 800 Tennent Ave Pinole, CA 94564 (510) 724-8950

Vehicle:
2025 Silverado 1500 (K9)

Prepared by:	Mekhai Sta Rosa Fleet Manager California Police Cars 2501 Martin Rd Fairfield, CA 94534 (707) 422-7777

Front End Equipment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
1	SA315P	Whelen Siren Speaker	1	$412.00	$412.00
2	SAK70	Whelen Siren Bracket	1	$53.00	$53.00
3	I2D	Whelen Duo Linear Ion Red/White Black Housing	1	$206.00	$206.00
4	I2E	Whelen Duo Linear Ion Blue/White Black Housing	1	$206.00	$206.00
5	----	Custom Bracket for Ion Lights	2	$100.00	$200.00

Roof Equipment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
6	EB2SP3J	Whelen Lightbar 54” Legacy Duo	1	$2,143.00	$2,143.00
7	STPKT101	Tahoe Strap Kit	1	$0.00	$0.00
8	GPSBAX-TRI-MOT-5	Panorama Antenna Base and three way cable	1	$500.00	$500.00
9	ASFC-155-U2-821	Panorama Whip Antenna	1	$80.00	$80.00

Side Equipment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
10	U180J	U- Series red/blue	2	$309.00	$618.00
11	U18013	Silverado Bracket for U- Series	2	$35.00	$70.00
12	TCRWX6	WeCAn Tracer 6-Lamp Housing	2	$800.00	$1,600.00
13	TCRWXPJC	WCX Tracer Primary Trio R/B/W	2	$116.00	$232.00
14	TCRWXSJC	WCX Tracer Secondary Trio R/B/W	10	$40.00	$400.00
15	TCRB49	Tracer MT Kit 2019 Silverado	2	$63.00	$126.00

Drivers Compartment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
14	C399	Whelen CenCom Core & Siren Control Center	1	$1,411.00	$1,411.00
15	C-VSW-2600-SILV-H	VSW Series Console Housing	1	$598.80	$598.80
16	C-HDM-204	Heavy Duty Telescoping Pole	1	$220.30	$220.30
17	C-EB40-CCS-1P	Console Equipment Bracket 4"	1	$28.95	$28.95
18	CUP2-1001	Console Cupholder Dual Internal Self Adjusting	1	$65.20	$65.20
19	C-FPW-4	Console Filler Plate 4"	2	$7.20	$14.40
20	C-FPW-2	Console Filler Plate 2"	2	$7.20	$14.40
21	C-FPW-35	Console Filler Plate 3.5"	1	$7.20	$7.20
22	C-FPW-120	Console Filler Plate 12"	1	$11.50	$11.50
23	C-FPW-6	Console Filler Plate 6"	1	$8.65	$8.65
24	C399SP	Whelen Core SCANport Install Kitt C399	1	$189.00	$189.00
25	CCTL7	Whelen WECAN 21 Button Slide Controller	1	$473.00	$473.00
26	CEM16	WeCanX 16 OUTPUT Expansion Module	1	$292.00	$292.00
27	MMSU-1	Magnetic Mike Magnetic Microphone Kit	1	$39.95	$39.95
28	LF12ERB	Littlite 12" Halogen Map Light	1	$130.40	$130.40
29	11652	Gamber-Johnson Map Light Bracket	1	$22.07	$22.07
30	BC20	20W Speaker	1	$60.33	$60.33
31	GK10301S1U	Setina Gun Rack Lock, Setina D-T Rail Mount-Lock	1	$529.00	$529.00

K9 Compartment

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
32	K9-C29-B	Havis Standard K9 Transport System	1	$5,250.00	$5,250.00
33	K9-A-103	Havis transport Water Bowl	1	$80.00	$80.00
34	K9-A-104	Havis 10” Fan K9 Transport & Window Guard	1	$600.00	$600.00
35	K9-A-110	Havis Headliner Protection Inserts K9 transport	1	$250.00	$250.00
36	HP-5020	Ace K9 “Hot-N-POP Pro Temperature alarm and	1	$1,595.00	$1,595.00
37	H-NKLBK-P	Ace K9 No K9 Left Behind kit	1	$75.00	$75.00
38	HAP-EVS-K	Engine Stall Kit	1	$165.00	$165.00

Rear

Line Item	Part #	Description	Quantity	Unit Price	Extended Price
39	VTX609	Whelen Vertex Light Blue	1	$110.00	$110.00
40	VTX609	Whelen Vertex Light Red	1	$110.00	$110.00

California Police Cars 100 AMP Power Package

Part #	Description	Total Price
AFS CTF-B6T6G	Combined Timer Fuse Panel	
----	6 Gauge Battery Cable	
----	Custom Wiring Harness	$1,500.00
----	100 AMP Blue Sea Circuit Breaker	
----	Heat Shrink Weatherproof Connectors	

Parts:	$20,697.15
Labor:	$12,440.00
Vehicle:	$51,781.00
Sales Tax:	$8,704.11
Total	$93,622.26

IRON STEED HARLEY-DAVIDSON
100 AUTO CENTER DRIVE
VACAVILLE, CA 95687
Tel: (707) 455-7000
Fax: (707) 359-5314

MOTORCYCLE BILL OF SALE

BUYER INFORMATION		
Buyer: POLICE DEPART CITY OF PINOLE		
Address: 2131 PEAR STREET PINOLE, CA 94564		
Phone: (510) 914-0219	Lic#:	
CoBuyer: N/A		
Deal #: 13771	Retail	Purchase Date: 10/22/2025
Salesperson:		

DESCRIPTION OF PURCHASE			
New	Year: 2025	Make: HD	Model: FLTRX
VIN: 1HD1KH725SB642238		Ref Number: A642238	
Color: VIVID BLACK			Mileage: 11
Lienholder:			

OTHER CHARGES AND FEES	
MVSC	35.00
CA AIR RESOURCES FEE	17.40
CA TIRE FEE	4.00
Other Charges and Fees Total	**56.40**

SETTLEMENT	
SELLING PRICE	30,149.00
FREIGHT	875.00
PREP	899.00
ACCESSORIES AND LABOR	278.99
Subtotal	**32,201.99**
DOCUMENT FEES	85.00
REGISTRATION FEES	57.00
OTHER CHARGES AND FEES	56.40
Total Selling Price	**32,400.39**
TOTAL TAXES	3,309.41
Balance Due	**35,709.80**

TRADE VIN	MAKE	MODEL	YEAR	COLOR	MILEAGE	PAYOFF

Buyer Signature: _____

CoBuyer Signature: _____

Dealer Signature: _____

CITY COUNCIL REPORT

9.F.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Lilly Whalen, Community Development Director, 510-724-9832, lwhalen@pinole.gov
Kapil Amin, Sustainability Project Manager, N/A, kamin@pinole.gov

SUBJECT: ADOPT A RESOLUTION AUTHORIZING ACCEPTANCE OF $299,495 FROM THE CALTRANS CLEAN CALIFORNIA LOCAL GRANT PROGRAM AND DESIGNATING THE CITY MANAGER AS THE CITY'S AUTHORIZED SIGNATORY FOR GRANT AGREEMENT EXECUTION

RECOMMENDATION

Staff recommends that the City Council adopt the attached resolution (**Attachment A**) that authorizes acceptance of $299,495 from Caltrans Clean California Local Grant Program (**Attachment B**- scope and schedule **Attachment C**-grant budget **Attachment D**-project area) and designating the City Manager as the authorized signatory for the grant agreement execution (**Attachment E**-Restricted Grant Agreement)

BACKGROUND

The establishment of Creekside Park, an envisioned green space with amenities for public enjoyment, responds to community calls for cleaner and more welcoming public spaces. The project area lies within the Pinole Valley corridor adjacent to Pinole Valley High School, a neglected section of property which has accumulated litter over time. A pro-bono concept design spearheaded by Friends of Pinole Creek Watershed (**Attachment F**) provides the vision for transforming the space and outlines necessary components to form the park such as creek restoration, trail pavement, art sculptures, trellis, wayfinding signs, picnic tables, and more. For a couple of years, staff has been pursuing grant funding in a piecemeal approach since it is atypical for one grant program to cannot every component of the park given its comprehensive nature. Staff was notified of the Community Cleanup and Employment Pathway (CCEP) Grant Program, an initiative of the Clean California Program, administered by the California Department of Transportation (Caltrans). The program's seeks to integrate cleanup, workforce development, and community engagement to create cleaner, safer, and more equitable public spaces throughout California. Staff identified Creekside Park as a strong contender in alignment with the objectives of the program and the City.

REVIEW AND ANALYSIS

The City initially applied for the maximum grant amount of $200,000. Caltrans offered the City a 50% increase for a maximum $300,000 award and so the describe scope was enhanced accordingly. The City's proposal was bolstered by being one of the first 30 communities to receive a Clean California Community designation in the same month the grant solicitation was

released. The proposal was also strengthened by the City's demonstration of in-kind contributions such as pro-bono Friends of Pinole Creek watershed volunteer hours, City facility rentals, City communications/engagement, pro-bono concept design by BASE and more totaling a contribution of ~$250,000.A portion of the project area is privately owned and is in process of being donated to the City. All work will be performed along the trails in the described project area and not in the creek itself. The awarded grant scope is detailed below. The deadline to complete the scope is April 2027.

- Removing and hauling debris
- Removing invasive plants
- Planting native vegetation
- Developing trail and wayfinding signage
- Implementing erosion control
- Implementing community input and education
- Procuring and installing
    - Information board
    - Art/sculptures
    - Monument signs
    - Picnic tables
    - Benches
    - Tri-stream receptacles

Partners committed to this project include Friends of Pinole Creek Watershed, Pinole Valley High School Earth Team, CiviCorps, the Pinole Creek Unhoused Stewards cohort of Safe Organized Spaces Richmond (SOS Richmond), and Nations of Lisjan Tribe. The grant award will provide paid opportunities and career growth through three workforce tiers: transitional jobs for unhoused residents with SOS Richmond, youth internships with Earth Team, and green-sector training with CiviCorps for young adults seeking long-term careers. Additionally the transformed green space will provide benefit to Pinole residents and visitors some of whom come from underserved and historically excluded communities. Establishment of the park aligns with the following goals in the City's Climate Action and Adaptation Plan:

- **SLR-1g** Partner with West Contra Costa Unified School District, private schools in Pinole, East Bay Parks, East Bay Municipal Utility District, Friends of Pinole Creek Watershed, 350 Contra Costa, or similar entities to create educational opportunities for the community around the Pinole Creek Watershed. These programs would focus on educating youth in Pinole on the importance of natural shoreline ecosystems, their role in climate resilience, biodiversity, and local, native species. The programs would also include information on how people can actively get involved in adapting to climate change in their homes and neighborhoods and provide hands-on volunteer opportunities for the community to participate.
- **CS-1:** Increase carbon sequestration and prepare the urban forest for climate change, extreme heat, drought, and wildfire by adopting policies developed through the Community Urban Forest Plan
- **EH-1:** Reduce the impacts of extreme heat in Pinole by planting vegetation and trees to reduce urban temperatures and the urban heat island effect
- **TR-1**: Create a safe and connected active transportation network linked to Pinole Creek to increase active transportation mode share to 5.5% by 2030 and 11.5% by 2045.

- **TR-1f:** Partner with schools, youth sports leagues, the Pinole Police Department, and community groups such as Friends of Pinole Creek Watershed, 511 Contra Costa, Pinole Valley Earth Team, Pinole Rotary, Pinole Community Services Commission and local Tribes to teach students and families bicycle and pedestrian safety and educate them on the safe route availability and the health and environmental benefits of walking and bicycling, as well as the history of the Pinole Creek ecosystem and surrounding natural lands.

FISCAL IMPACT

Acceptance of this grant has a positive fiscal impact as it will provide $299,495 in needed funding to respond to community calls for cleaner and more welcoming public spaces and advancement of our Climate Action and Adaptation Plan's environmental and equity goals.

ATTACHMENTS

A. Resolution
B. Revised proposal
C. 10-24-25 Budget-marked up
D. Creekside Park Clean CA Revised Map
E. City of Pinole Restricted Grant Agreement
F. Pro-bono design Pinole Creekside Park

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AUTHORIZING RECEIPT OF $299,495 FROM THE CALTRANS CLEAN CALIFORNIA LOCAL GRANT PROGRAM AND DESIGNATING THE CITY MANAGER TO ENTER INTO, EXECUTE AND DELIVER A RESTRICTED GRANT AGREEMENT AND ASSOCIATED DOCUMENTS FOR RECEIPT OF FUNDS

WHEREAS, in August 2024 the City of Pinole adopted its inaugural Climate Action and Adaptation Plan (CAAP) to achieve carbon neutrality by 2045 in alignment with AB 1279; and

WHEREAS, Creekside Park is an envisioned green space with amenities for public enjoyment and responds to community calls for cleaner and more welcoming spaces; and

WHEREAS, Staff was notified of the Community Cleanup and Employment Pathway Grant Program, an initiative of the Clean California Program administered by Caltrans; and

WHEREAS Creekside Park and Climate Action and Adaptation Plan aligns with the grant program's objectives of cleanup, workforce development, and community engagement to cleaner, safer, and more equitable public spaces throughout California; and

WHEREAS on September 16, 2025**,** City Council accepted a resolution accepting the Clean California Designation and directing the City Manager to accept funding from Caltrans; and

WHEREAS, the City's adopted Grants Management Policy and Procedures requires the City Council to authorize the acceptance of all grants.

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Pinole resolves as follows:

SECTION 1: The City of Pinole does hereby accept the CalTrans Clean California Program award in the amount of $299,495 for the Creekside Park scope and

SECTION 2: The City Manager is authorized and directed to enter into, execute, and deliver a standard agreement for receipt of funding in the amount of $299,495 and any and all other documents required or deemed necessary or appropriate to evidence and secure the grant, the City's obligations related thereto, and all amendments thereto.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the 7th day of April, 2026**,** by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 7th day of April, 2026.

_____

Heather Bell, CMC
City Clerk

Clean CA Program
Community Cleanup and Employment Pathway (CCEP) Grant Proposal

I. PROJECT DESCRIPTION

CALTRANS DISTRICT	PROJECT TITLE	AGENCY NAME	AGENCY CONTACT NAME	PHONE NUMBER	EMAIL ADDRESS
4	**Creekside Park Phase 1: Creek Cleanup, Restoration & Community Employment in Pinole**	**City of Pinole**	**Kapil Amin**	**510-372-0989**	**kamin@pinole.gov**

1.2 PROJECT DESCRIPTION

The City of Pinole, in partnership with Friends of Pinole Creek Watershed (FOPCW), Pinole Valley High School Earth Team, CiviCorps, the Pinole Creek Unhoused Stewards cohort of Safe Organized Spaces Richmond (SOS Richmond), and Nations of Lisjan Tribe proposes the Creekside Park Phase 1 Project to restore a neglected section of public property adjacent to Pinole Creek and create equitable employment and education opportunities for local residents. The project area lies within the Pinole Valley corridor adjacent to Pinole Valley High School and is envisioned as the first phase of a larger community park and greenway system (see Figure 1 for the Concept Design for Creekside Park). The proposed project area also provides a safe route for students of Pinole Valley High School, who come from a variety of census tracts in Pinole, San Pablo and Richmond.

Phase 1 will focus on cleaning and rehabilitating the trail corridor, installation of waddles for erosion control, removing litter, improving native habitat, and installing durable public amenities that invite community use. Activities include:

- Trash, debris and invasive plant removal by the Pinole Creek Unhoused Stewards, providing transitional employment and environmental stewardship experience for unhoused individuals.

- Additional Invasive plant removal and native/pollinator pathway vegetation restoration conducted by FOPCW, CiviCorps, and Earth Team youth interns.

- Installation of public improvements—tri-stream receptacles, benches, picnic tables, information board, community-vetted art/sculpture pieces, monument signs developed with Tribal consultation and educational interpretive signage including "Don't Trash Pinole Creek" signs, and tri-stream recycling/organics receptacles—comprising approximately 100 percent of the larger park plan for these amenities.

- Public education and outreach through pro bono public-service announcements by Academy of Art University students and community engagement by City and nonprofit partners.

The project fulfills Clean California objectives by removing litter, reducing blight, improving access to safe and attractive public space, and expanding job access for underserved residents. It also supports long-term maintenance and civic pride through volunteer participation and environmental education.

1.3 PURPOSE AND NEED

Pinole Creek runs through the city's central valley, connecting residential neighborhoods, schools, and commercial areas. Decades of litter accumulation, invasive vegetation, and sporadic maintenance have degraded water quality, limited public access, and contributed to safety concerns. The corridor also borders areas of elevated pollution exposure and economic hardship, as shown by CalEnviroScreen 4.0 and Title I school data.

The project responds to community calls for cleaner, safer, and more welcoming public spaces. Residents and students have expressed concern about visible trash, lack of amenities, and unsafe nighttime conditions along the creek. In addition, unhoused individuals have established encampments near the waterway, highlighting the intersection of environmental and social challenges.

Creekside Park Phase 1 addresses these needs by combining environmental restoration with inclusive workforce development. Paid work opportunities through the Pinole Creek Unhoused Stewards, CiviCorps, and Earth Team will reduce barriers to employment while directly improving local environmental health. The project builds civic pride, restores ecological function, and advances regional goals for equity, sustainability, and beautification consistent with the City's Climate Action and Adaptation Plan and Green Infrastructure Plan. In-kind contributions such as a pro-bono design, committed volunteer hours, soil amendments and more guaranteed success when paired with the requested funding.

1.4 MAP (Attachment A)

See Attachment A

1.5 COST – Suggested Amount: $50,000 to $200,000

Instructions: Provide a detailed cost estimate for each activity below and submit with Attachment E.

Activity	Estimated Cost	Would applicant accept partial funding for this activity?
Planning / Outreach	$ 7,744.00	☒ Yes ☐ No
Project Implementation – Employment (based on historic number of litter crews/staff)	$ 104,288.00	☒ Yes ☐ No
Project Implementation – Cleanup (based on historic quantities of litter collection)	$165,000.00	☒ Yes ☐ No
Matching Funds – In-Kind Contribution	248,772.00	☐ Yes ☐ No
Administration	$22,162.56	☒ Yes ☐ No
TOTAL	$299,194.56	☒ Yes ☐ No

1.6 SCHEDULE

Note: Project implementation should be completed by April 1, 2027 and final reports/close-out completed by October 31, 2027.

Milestone	Start Date	End Date
Planning & Community Engagement Begins	May 2026	July 2026
Hiring/Training Program Launch	July 2026	August 2026
Cleanup and Restoration Activities Begin	August 2026	March 2027
Project Completion (By April 1, 2027)	March 1, 2027	April 1, 2027
Project Close-out (By October 31, 2027)	April 2027	October 31, 2027

1.7 KNOWN CONCERNS OR RISKS

Known environmental concerns or risks	Known right-of-way concerns or risks
☒ No ☐ Yes	☒ No ☐ Yes

A portion of the site is privately owned and the owner has offered to donate the trail portion along the creek to the City of Pinole. The donation process is towards the end and legal documents are being prepared for the transfer. The transfer should be completed by end of March 2026. See revised Map A in Attachment A.

2 EVALUATION CRITERIA ALIGNMENT

2.1 EVALUATION CRITERIA ALIGNMENT

Litter Abatement: The project removes debris from the trail along Pinole Creek, improving water quality and preventing downstream pollution. Cleanup work performed by the Pinole Creek Unhoused Stewards, FOPCW, and youth volunteers will transform a blighted corridor into a clean, natural public space and model ongoing stewardship.

Job Creation and Employment Pathways: Clean California's employment objective is fully realized through three workforce tiers: (1) transitional jobs for unhoused residents via the Unhoused Stewards program; (2) paid youth internships with Earth Team that teach environmental science and civic responsibility; and (3) green-sector training with CiviCorps for young adults seeking long-term careers. These coordinated programs build technical and soft skills while addressing social and economic inequities. Check out this recent article spotlighting how Pinole unhoused residents are becoming protectors of their environment.

Community Engagement and Partnership: Friends of Pinole Creek Watershed leads outreach and volunteer coordination; Earth Team conducts school-based engagement and monitoring; Academy of Art University students produce bilingual public-service announcements; and the City of Pinole provides project management and public communications. Engagement emphasizes inclusion of residents, students, businesses, and unhoused neighbors in every phase of implementation.

Sustainability: The project establishes a strong foundation for the larger Creekside Park master plan and long-term maintenance by the City and FOPCW. Native, pollinator pathway vegetation will reduce mowing and chemical and irrigation use while boosting local ecology, and tri-stream receptacles support waste diversion goals. Community partners will continue annual cleanups and educational events beyond the grant term, ensuring that Clean California investments produce lasting outcomes. The City can be entrusted as a staunch advocate for a clean and sustainable community demonstrated by adopting a Climate Action and

Adaptation Plan, banning single-use plastic ban, hosting Dumpster Day events and community clean-ups, and being one of the first 30 cities to receive a Clean California Community designation by the Governor's Office.

3 COMMUNITY ENGAGEMENT

3.1 COMMUNITY ENGAGEMENT INFLUENCE

Community input has been central to shaping Creekside Park Phase 1. Since 2022, the City and FOPCW have hosted neighborhood cleanups, student workshops, and design charrettes to gather ideas for safe access, habitat restoration, and recreation amenities. Students from Pinole Valley High School and members of the Earth Team identified the need for, seating, waste receptacles and signage to discourage dumping and increase usability. Nearby residents and local businesses supported a phased approach that would demonstrate visible improvements while larger park funding is pursued.

During implementation, the City will continue engagement through multilingual outreach, volunteer planting days, and regular progress updates on social media and community television. Educational PSAs produced by Academy of Art University students will highlight participant stories and encourage broader involvement. Quarterly meetings with partners—City departments, FOPCW, CiviCorps, Earth Team, the Unhoused Stewards and Nations of Lisjan—will evaluate progress, share data, and adjust activities based on community feedback.

This inclusive, iterative engagement model ensures that Creekside Park reflects community priorities, builds local stewardship capacity, and strengthens relationships among residents, students, unhoused participants, and city staff. The result will be a park corridor that embodies shared responsibility and long-term pride in Pinole's public spaces.

4 UNDERSERVED or HISTORICALLY EXCLUDED COMMUNITIES

4.1 ANALYSIS

Is the project located in an underserved or historically excluded community?	What was the basis for determining if any part of project is located in or benefits an historically excluded community: (only check a box if in or partially in an historically excluded community)
☒ Yes ☐ No ☐ partially located in an underserved community	a. ☒ Median Household Income b. ☒ CalEnviroScreen 4.0 c. ☒ Free or Reduced-Price School Meals d. ☒ Healthy Places Index e. ☐ Native American Tribal Lands f. ☒ Other: SB 535 Disadvantaged Community

4.2 BENEFITS TO UNDERSERVED or HISTORICALLY EXCLUDED COMMUNITY

The Creekside Park Phase 1 Project directly benefits underserved residents in Pinole and neighboring high-burden communities by improving environmental health, expanding workforce access, and fostering shared civic stewardship. The project site, in Census Tract 6013360101, ranks in the 45th percentile statewide for cumulative pollution burden but experiences elevated exposure to traffic (89th), impaired waters (87th), and diesel particulate matter (65th) (OEHHA CalEnviroScreen 4.0, 2024; see Maps B and B-1–B-3).

Median household income in the tract is $114,242—about 90 percent of the Contra Costa County median of $127,221 (U.S. Census Bureau, ACS 2019–2023, Table B19013; see Table 1). Nearby tracts within the Pinole Valley High School attendance boundary range from 60 to 96 percent of the county median, confirming that the corridor serves a mixed-income population including many moderate-income households (see Maps C and F).

Although the tract's overall CalEnviroScreen score is moderate, it borders SB 535-designated disadvantaged communities in Richmond and San Pablo that feed Pinole Valley High (see Map E). Combined with elevated creek-corridor pollution (see Map B), this shows that the project area functions as a transitional zone between

higher-burden and middle-income neighborhoods, offering equitable environmental and public-space benefits across boundaries.

Pinole Valley High School, immediately adjacent to the project, is a Title I campus where about 61 percent of students qualify for free or reduced-price meals (WCCUSD SARC 2023–24; see Table 2). The school draws from tracts 6013360101, 6013359102, 6013364002, 60133645003, 6013392200, and 6013360103—many below the county median and within the 25th–75th percentile for pollution burden (see Maps C and F-H).

Job Access. The project creates equitable job and training opportunities for residents facing barriers to traditional employment. The Pinole Creek Unhoused Stewards program will employ and train individuals experiencing homelessness to remove debris and restore the trail along the creek, providing paid transitional work and environmental literacy. Youth from Earth Team and young adults from CivicCorps will gain hands-on restoration experience and mentorship in sustainability careers, forming a workforce pathway to long-term green-sector employment.

Cleaner and Safer Public Spaces. The project transforms a neglected creek corridor into a safe, accessible park. Trash removal, invasive-plant management, and native vegetation will improve water quality and habitat, , picnic amenities, seating, trash receptacles, wayfinding signage, and "Don't Trash Pinole Creek" signage enhance safety and deter dumping. These upgrades reduce blight and support public health for students, families, and unhoused residents who use the corridor daily.

Civic Pride and Stewardship. Community groups—including Friends of Pinole Creek Watershed, Earth Team, and Pinole Valley High volunteers—will lead restoration events and long-term maintenance. Educational public-service announcements by Academy of Art University students will highlight progress and encourage participation.

Through these integrated efforts, Creekside Park Phase 1 will create cleaner, safer, and more inclusive public spaces, expand equitable workforce access, and strengthen community stewardship—advancing Clean California's vision of equity, sustainability, and shared prosperity.

5 LETTER OF SUPPORT

5.1 LETTER OF SUPPORT

Instructions: Attach signed letters from Caltrans district (where proposal is located) endorsing the project.

6 ADDITIONAL ATTACHMENTS

6.1 SUPPLEMENTAL MATERIALS

Instructions – Attach any applicable documents as follows:

- ***Attachment A**: Project / Data Maps*
- ***Attachment B**: Public Engagement Plan*
- ***Attachment C**: Existing Site Photos*
- ***Attachment D**: Letters of Support*
- ***Attachment E**: Cost Breakdown & Estimate*
    - *Break down expenses by category (e.g., staff time, equipment, materials, outreach, etc.)*
    - *Briefly explain the purpose of each cost to demonstrate alignment with project goals.*

Prepared by:

1/14/26
Lily Whalen Date
Community Development Director
City of Pinole

District Clean CA Grant Coordinator Date

Approved by:

Clean California Program Director Date

Instructions – Attach any applicable documents as follows:

- ***Attachment A**: Project / Data Maps*
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  - *Break down expenses by category (e.g., staff time, equipment, materials, outreach, etc.)*
  - *Briefly explain the purpose of each cost to demonstrate alignment with project goals.*

Line-Item Budget

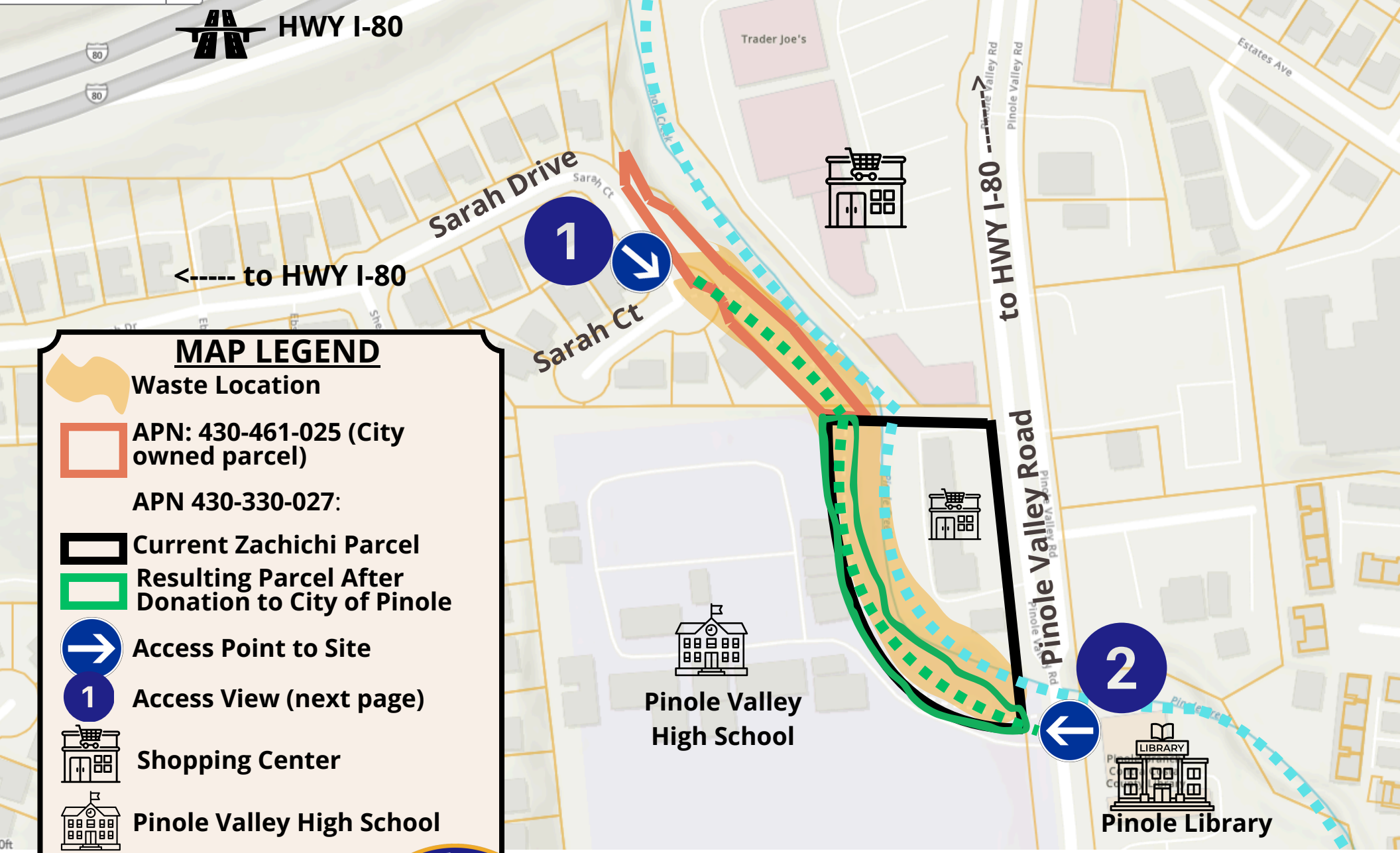
Category	Partner/Group	Description	Cost per hr/unit	Qty / Hrs	Total Cost	*Estimate Pro Bono*
A. Cleanup and Abatement						
Abatement	SOS Richmond Pinole Creek Unhoused Stewards	Creek debris removal and hauling with light equipment.	$48	500	$24,000.00	
Abatement	Earth Team Supervisor	Creek debris removal and hauling with light equipment.	$32	32	$1,024.00	
Abatement	Earth Team	Creek debris removal and hauling with light equipment.	$17	320	$5,440.00	
Abatement	FOPCW	In-kind pro bono work		500	$0.00	***$ 20,000.00***
Restoration	Earth Team Supervisor	Invasive removal and treatment, waddle installation support, handwork (native vegetation planting or mulch installation).	$32	32	$1,024.00	
Restoration	Earth Team Students	Invasive removal and treatment, waddle installation support, handwork (native vegetation planting or mulch installation).	$17	320	$5,440.00	

Restoration	SOS Richmond Pinole Creek Unhoused Stewards	Invasive removal and treatment, waddle installation support, handwork (native vegetation planting or mulch installation).	$48	500	$24,000.00	
Restoration	Nations of Lisjan	Invasive removal and treatment, waddle installation support, handwork (native vegetation planting or mulch installation).	$200	40	$8,000.00	
Restoration	FOPCW	Invasive removal and treatment, waddle installation support, handwork (native vegetation planting or mulch installation). In-kind pro bono work	$0	500	$0.00	***$ 20,000.00***
Restoration	CiviCorps	Invasive removal and treatment, waddle installation support, handwork (native vegetation planting or mulch installation).	$48	500	$24,000.00	
Disposal Fees		Landfill tipping and recycling	—	—	$7,000.00	
A. Total Abatement and Restoration					***$99,928.00***	***$ 40,000.00***

Trail and Wayfinding Signage		“Don't Trash Pinole Creek" or similar signs with posts and concrete.	$250	12	$3,000.00	
Information Board plus display materials		Interpretive sign along Creekside Park that educate the public about its natural and cultural history	$5,000	1	$5,000.00	
Art/Scuptures (two locations)		Trailside art to increase public awareness of the history and cultural importance of the creek to the Native Community	$10,000	2	$20,000.00	
Monument Sign (two locations)		consultation with Nations of Lisjan will inform the final design of the monument signs	$10,000	2	$20,000.00	
Picnic Tables			$3,500	3	$10,500.00	
Benches			$3,500	6	$21,000.00	
Tri-Stream Receptacles		Pads, post install, labeling for trash/recycling/organics, including shipping	$5,000	4	$20,000.00	
Tools, Safety Gear, Etc		Tools, equipment, safety gear, and cleanup supplies needed for community cleanup activities and planting			$12,000.00	
Erosion Control		Waddles			$10,000.00	

Planting		Ground Covers, Perennials, grasses, wildflower seed (natives)			$30,000.00	
Soil Amendment/ Mulch (in CY)		Soil amendment, organic mulch - in kind	$50	130	$ 6,500.00	***$ 5,000.00***
B. Total Materials and Supplies					**$158,000.00**	***$ 5,000.00***
Installation (prevention)	CivicCorps	Install signs and receptacles, assist with concrete	$47	130	$6,110.00	
Installation (prevention)	Public Works	Lead making concrete bases for receptacles; installation of waddles, etc	$75	70	$5,250.00	
C. Total Install Prevention					***$11,360.00***	
Education	City of Pinole	Facility rentals for meetings and engagement	$516	4	$2,064.00	***$ 4,128.00***
Education	City of Pinole	Facility rentals for meetings and engagement	In-Kind	8		***$ 4,128.00***
Education	City of Pinole	Communication Engagement	In-Kind			***$ 3,280.00***
Education	City of Pinole	Communication Engagement	$82	40	$3,280.00	
Education	FOPCW		In-Kind	150	$0.00	***$ 6,000.00***
Education	Earth Team		In-Kind	20	$0.00	***$ 340.00***
Education	SF Academy of Art	Public Service Annoucements	In-Kind	400	$0.00	***$ 6,800.00***

D. Total Planning & Education					***$5,344.00***	***$ 20,548.00***
Conceptual Plans and Budgeting	*BASE*		*In-kind*		*$0.00*	***$ 16,000.00***
Consultation	*Nations of Lisjon*		*$200*	*12*	*$2,400.00*	
E. Total Consultation and Planning					***$2,400.00***	***$ 16,000.00***
Subtotal A+B+C+D					***$277,032.00***	***$ 81,548.00***
C. Administration (8% of total)		Project management, reporting, coordination, compliance.	—	—	$22,162.56	
TOTAL PROJECT COST					**$299,194.56**	***$ 248,772.00***



MAP LEGEND

- Waste Location
- APN: 430-461-025 (City owned parcel)
- APN 430-330-027:
- Current Zachichi Parcel
- Resulting Parcel After Donation to City of Pinole
- Access Point to Site
- 1 Access View (next page)
- Shopping Center
- Pinole Valley High School
- Pinole Library
- Pinole Creek
- Creekside Trail
- Hwy I-80

Creekside Site - Revised 1/14/25
Sarah Ct-Pinole Valley Road

CLEAN CA COMMUNITY CLEAN UP AND EMPLOYMENT PATHWAY GRANT PROGRAM

N

Scale: 60 ft

Clean California Local Grant Program (State)

Restricted Grant Agreement

This Restricted Grant Agreement (RGA), between the State of California acting by and through its Department of Transportation, referred to herein as **CALTRANS**, and the **CITY OF PINOLE**, hereinafter referred to as **AGENCY**, will commence on **April 15, 2026**, or upon approval by **CALTRANS**, whichever occurs later. This RGA is of no effect unless approved by **CALTRANS**. **AGENCY** shall not receive payment for work performed prior to approval of this RGA and before receipt of Notice to Proceed from **CALTRANS**. This RGA shall expire on **November 30, 2027**.

Recitals

1. Under this RGA, **CALTRANS** intends to convey State restricted grant funds to **AGENCY**, pursuant to Budget Act Line Item 2660-130-0001, who will implement the project pursuant to the attached Approved Grant Application and Amendment(s) to Grant Application, Attachment III under the terms, covenants, and conditions of this RGA.
2. **CALTRANS** and **AGENCY** intend that only funds that are authorized as restricted grants will be subject to this RGA, and that no funds that should be the subject of a Joint Powers Agreement, Interagency Agreement, or other non-grant agreement shall be subject to this RGA.
3. WHEREAS, the Clean CA Program, through its Clean CA Local Grants Program, is authorized under California Streets and Highways Code Section 91.41 to provide funding and resources to support local projects that advance the program's goals and objectives;
4. WHEREAS, California Streets and Highways Code Section 91.41 provides the legislative authority for the Clean CA Program to advance the following intent and objectives:
    a. Reduce Waste and Beautify Public Spaces: The primary goal of the program is to allocate grants to local and regional public agencies, transit agencies, and tribal governments to reduce waste and debris within public rights-of-way, tribal lands, parks, pathways, transit centers, and other public spaces. The program aims to enhance, rehabilitate, restore, or install measures to beautify and improve these public spaces.
    b. Improve Public Health and Community Placemaking: The program seeks to enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation. By investing in the improvement of these spaces, it aims to create a positive and welcoming environment for the community.
    c. Promote Equity for Underserved Communities: The program places a strong emphasis on advancing equity for underserved communities.
    d. Support Sustainable Practices: The program encourages the implementation of sustainable practices in the beautification and enhancement of public spaces. This includes greening efforts, such as providing shade and reducing the urban heat island effect, as well as using native, low-water plants.
    e. Engage Local Communities: The program promotes community engagement by requiring project proposals to reflect community priorities. It encourages the involvement of local communities in the development and selection of projects to ensure they meet the needs and preferences of the affected population.
    f. Prohibit Displacement of Persons Experiencing Homelessness: The program prohibits

grants from funding projects that displace persons experiencing homelessness. This reflects the intention to address public space improvements without negatively impacting vulnerable populations.

g. Transparent and Efficient Grant Allocation: The program requires the program to issue a call for projects and announce grant awards. The guidelines for allocating grants must include project selection criteria and program evaluation metrics.

5. WHEREAS, the purpose of this RGA is to authorize Caltrans districts to enter into agreements with local agencies to support the development, implementation, and funding of local agencies partnership projects that align with the goals and priorities of the Clean CA Program and comply with California Streets and Highways Code Section 91.41;
6. WHEREAS, this RGA establishes a framework for Caltrans districts to provide financial contributions and other assistance to local agencies, fostering effective collaboration and coordination to deliver successful transit partnership projects;
7. WHEREAS, this RGA emphasizes transparency, objective evaluation, and fair allocation of resources, ensuring that projects scoring higher based on established criteria receive prioritization for funding and implementation;
8. WHEREAS, the Clean CA Program facilitates collaboration between Caltrans districts and local agencies to support litter abatement and public space beautification efforts on locally owned public right-of-way while creating workforce development opportunities for individuals facing barriers to employment that align with the goals and priorities of the Clean CA Program and comply with California Streets and Highways Code Section 91.41;
9. WHEREAS, the Clean CA Program, in partnership with Caltrans districts, seeks to enhance local right-of-way areas to address waste management challenges, graffiti mitigation, and public space beautification, thereby contributing to create cleaner, safer, and more equitable public spaces throughout California;
10. WHEREAS, the Clean CA Program, established by the State of California, is a transformative initiative which promotes sustainable transportation alternatives, reducing greenhouse gas emissions, and combatting climate change to improve the overall quality of life for residents and visitors of California;
11. WHEREAS, the Clean CA Program envisions a comprehensive approach to address transportation challenges, enhance transit infrastructure, and support local agencies in their efforts to create efficient, safe, and environmentally friendly transit options;
12. NOW, THEREFORE, in consideration of the premises and mutual covenants herein contained, the Parties enter into this RGA to advance the purpose and intent of the Clean CA transit initiative, harnessing the legislative authority provided under California Streets and Highways Code Section 91.41, and collaborating on transit partnership projects that contribute to a sustainable, innovative, and well-connected transportation network throughout the State of California.

Now, Therefore, based upon the terms, covenants, and conditions of this RGA, the parties agree as follows:

Section I

AGENCY Agrees:

To timely and satisfactorily complete all Project work described in **Attachment III** ("Project Work") within the project budget and in accordance with the items of this RGA.

Section II

CALTRANS Agrees:

That when conducting an audit of the costs claimed by **AGENCY** under the provisions of this RGA, to conduct the audit in accordance with applicable laws and regulations.

Section III

It Is Mutually Agreed:

1. Under this RGA, **CALTRANS** will convey State grant restricted funds to **AGENCY**, pursuant to Budget Act Line Item 2660-130-0001, and **AGENCY** will use the funds to only conduct the scope of work identified in this agreement and authorized by Streets and Highway Code section 91.41 The funds subject to this RGA must be identified as available to a public entity that is responsible for implementing the scope of work authorized under the Clean California Program in **CALTRANS**' budget, and **AGENCY** represents and warrants that it is a public entity that is responsible for implementing the scope of work authorized under the Clean California Program.
2. Under this restricted grant, funds may be only used for the purposes set forth in this RGA, **AGENCY** Resolution **(Attachment IV),** Approved Grant Application and Amendment(s) to Grant Application **(Attachment III)**, and the Grant Program Guidelines (**Attachment I**), and the funds may only be used for costs and expenses that are directly related to such purpose.
3. **AGENCY** shall perform all the duties and obligations described in **City of Pinole Creekside Park Phase 1: Creek Cleanup, Restoration & Community Employment,** hereinafter "Project", subject to the terms and conditions of this RGA and Approved Grant Application and Amendment(s) to Grant Application **(Attachment III)**, which are attached hereto as **Attachment III**.
4. The resolution authorizing **AGENCY** to execute this RGA pertaining to the above-described Project is attached hereto as **Attachment IV**.
5. All services performed by **AGENCY** pursuant to this RGA shall be subject to and performed in accordance with California Streets and Highways Code §91.41 including, but not limited to, Government Code Section 14460(a)(1), as well as all applicable Federal, State, and Local laws, regulations, and ordinances, all applicable **CALTRANS** policies and procedures, and all applicable **CALTRANS** published manuals, including, but not limited to, the Grant Program Guidelines (**Attachment I**).

   California Government Code Section 14460(a)(1) provides: "The department **[CALTRANS]**, and external entities that receive state and federal transportation funds from the department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and Federal requirements. Those external entities include, but are not limited to, private for profit and nonprofit organizations, local transportation agencies, and other local agencies that receive transportation funds either through a contract with the department or through an agreement or grant administered by the department."

6. Project funding is as follows:

Fund Title	Fund Source	Dollar Amount
Clean California Funds	State General Fund (0001) Budget Item 2660-130-0001 State Program Code 20.30.010.900 FY 2025/26	$299,494.56
	Local Match/In-Kind	$248,772.00
	Total Project Costs	**$548,266.56**

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for encumbrance.			
Jie Chen		04/07/2026	$299,494.56
Accounting Officer Printed Name	Accounting Officer Signature	Date	Amount Certified

7. This RGA is exempt from the legal review and approval by the Department of General Services, pursuant to Legal Opinions of the Attorney General: 58 Ops. Cal. Atty. Gen. 586 (1975), 63 Ops. Cal. Atty. Gen. 290 (1980), 74 Ops. Cal. Atty. Gen. 10 (1991), and 88 Ops. Cal. Atty. Gen. 56.
8. Notification of Parties
   a. **AGENCY's** Project Manager for Project is Kapil Amin (510) 372-0989.
   b. **CALTRANS'** District Partnership Liaison is Ida Tu (510) 496-9069. "District Partnership Liaison" as used herein includes his/her designee.
   c. All notices herein provided to be given, or which may be given, by either party to the other, shall be deemed to have been fully given when made in writing and received by the parties at their respective addresses:

      City of Pinole
      Attention: Kapil Amin, Sustainability Project Manager
      Phone Number: (510) 372-0989
      Email: kamin@pinole.gov
      Address: 2131 Pear Street, Pinole, CA 94564

      California Department of Transportation, District Partnership Liaison
      District 4 Clean California
      Attention: Ida Tu, Clean CA Grant Manager
      Phone Number: (510) 496-9069
      Email: Ida.Kwong@dot.ca.gov
      Address: 111 Grand Avenue, Oakland, CA 94612

9. Period of Performance

   a. Reimbursable work under this RGA shall begin no earlier than on **April 15, 2026**, following the written approval of **CALTRANS** and **AGENCY's** receipt of the Notice to Proceed letter of this RGA by **CALTRANS**. All reimbursable work shall terminate no later than **July 30, 2027**. Project closeout and final invoicing to **CALTRANS** must be submitted no later than **November 30, 2027**. Work incurred after **July 30, 2027,** will not be reimbursed. Payment shall be forfeit for any and all invoicing submitted to **CALTRANS** after **November 30, 2027**. Notwithstanding the foregoing, Caltrans will reimburse for actual close out costs incurred by **AGENCY** through **November 30, 2027** (which, in total, shall not exceed 5% of the grant award).

   b. If requested by the **CALTRANS District Partnership Liaison, AGENCY** will attend a kickoff meeting with **CALTRANS** to be scheduled within one (1) week from receipt of Notice to Proceed sent by **CALTRANS**.

10. Changes in Terms/Amendments

    This Agreement may only be amended or modified by mutual written agreement of the parties.

11. Cost Limitation

    a. The maximum total amount granted and reimbursable to **AGENCY** pursuant to this RGA by **CALTRANS** shall not exceed **$299,495.00**.

    b. It is agreed and understood that the Clean CA funds are limited to the amount granted. **CALTRANS** will only reimburse the cost of services actually incurred in accordance with the provisions of this RGA and as authorized by the **CALTRANS District Partnership Liaison** at or below that fund limitation established herein.

12. Termination

    a. **CALTRANS** reserves the right to terminate this RGA upon written notice to **AGENCY** at least 30 days in advance of the effective date of such termination in the event **CALTRANS** determines (at its sole discretion) that **AGENCY** failed to proceed with PROJECT Work in accordance with the terms of this RGA. In the event of termination for convenience, **CALTRANS** will reimburse **AGENCY** for all allowable, authorized, and non-cancelled costs up to the date of termination. **AGENCY** shall return any unused advance amounts which cannot be supported by eligible expenditure documentation.

    b. This RGA may be terminated by either party for any reason by giving written notice to the other party at least 30 days in advance of the effective date of such termination. In the event of termination for convenience, **CALTRANS** will reimburse **AGENCY** for all costs that are expressly allowable, pre-authorized in writing, and non-cancellable, up to the date of termination.

    c. **AGENCY** has 60 days after the Termination Date to submit accurate invoices to **CALTRANS** to make final allowable payments for Project costs in accordance with the terms of this RGA. Failure to submit invoices within this period of time shall result in a waiver by **AGENCY** of its right to reimbursement of expended costs. Costs that are reimbursed and later determined to be ineligible for reimbursement shall be returned by **AGENCY** to **CALTRANS**.

13. Budget Contingency Clause

    a. It is mutually agreed that if the US Congress or the State Legislature fail to appropriate or allocate funds during the current year and/or any subsequent years covered under this RGA do not appropriate sufficient funds for the program, this RGA shall be of no further force and effect.

In this event, **CALTRANS** shall have no liability to pay any funds whatsoever to **AGENCY** or to furnish any other considerations under this RGA and **AGENCY** shall not be obligated to perform any provisions of this RGA.

b. The certification of FY 2025/26 funds will be contingent upon the passage of the FY 2023/24 Budget. Payment for any work performed that is funded by FY 2023/24 will be delayed if the FY 2023/24 Budget is not signed by June 30, 2023. Pursuant to Government Code (GC), Section 926.10, no late payment penalty shall accrue during any time period for which no Budget Act in effect. If funding for any fiscal year is reduced or deleted by US Congress or State Legislature for purposes of this program, **CALTRANS** shall have the option to either terminate this RGA with no liability occurring to **CALTRANS** or offer an RGA Amendment to **AGENCY** to reflect reduced amount.

14. Payment and Invoicing

a. **AGENCY**, its contractors, subcontractors and sub-recipients, shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line. The accounting system of **AGENCY**, its contractors, all subcontractors, and sub-recipients shall conform to Generally Accepted Accounting Principles (GAAP) and any standards specified by the source of funds, to enable the determination of incurred costs at interim points of completion, and to provide support for reimbursement payment vouchers or invoices.

b. The method of payment for this RGA will be based on the actual allowable costs that are incurred in accordance with the provisions of this RGA and in the performance of the Approved Grant Application and Amendment(s) to Grant Application **(Attachment III)**. **CALTRANS** will reimburse **AGENCY** for expended actual allowable direct costs, and including, but not limited to, labor costs, travel, and contracted consultant services costs incurred by **AGENCY** in performance of the Project Work. Indirect costs are reimbursable only if the **AGENCY** has identified the estimated indirect cost rate in **Attachment II** and an approved Indirect Cost Allocation Plan or an Indirect Cost Rate Proposal as set forth in **Section III–Cost Principles, Item 16d**. The total cost shall not exceed the cost reimbursement limitation set forth in **Section III–Cost Limitations, Item 11a**. Actual costs shall not exceed the estimated wage rates, labor costs, travel, and other estimated costs and fees set forth in **Attachment III** without an amendment to this RGA, as agreed between **CALTRANS** and **AGENCY**.

c. Reimbursement of **AGENCY** expenditures will be authorized only for those allowable costs actually incurred by **AGENCY** in accordance with the provisions of this RGA and in the performance of Project Work. **AGENCY** must not only have incurred the expenditures on or after the start date and the issuance of the Notice to Proceed letter for this RGA and before the Expiration Date but must have also paid for those costs to claim any reimbursement.

d. The **AGENCY** indirect cost rate must be approved in writing by the California Department of Transportation Independent Office of Audits and Investigations or federal cognizant agency before any reimbursement payment is made by **CALTRANS** to **AGENCY** for such cost.

e. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Human Resources for similar employees (i.e. non-represented employees) unless written verification is supplied that government hotel rates were not then commercially available to **AGENCY**, its subrecipients, contractors, and/or subcontractors, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process at the following link: https://travelpocketguide.dot.ca.gov/.

Also see website for summary of travel reimbursement rules.

f. **AGENCY** shall submit invoices to **CALTRANS** at least quarterly, but no more frequently than monthly, in arrears upon completion of project tasks, milestone and/or deliverables in accordance with the Project Timeline in **Attachment III** to the satisfaction of **CALTRANS District Partnership Liaison**

g. Invoices shall reference this RGA Number and shall be signed and submitted to **CALTRANS District Partnership Liaison**, as stated in **Section III–Notification of Parties, Item 8c**.

h. Invoices shall include the following information:

   1) Names of the **AGENCY** personnel performing work

   2) Dates and times of Project Work

   3) Locations of Project Work

   4) Itemized costs as set forth in **Attachment III**, including identification of each employee, contractor or subcontractor staff who provided services during the period of the invoice, the number of hours and hourly rates for each employee, contractor, sub-recipient or subcontractor staff member, authorized travel expenses with receipts, receipts for authorized materials or supplies, and contractor, subrecipient and subcontractor invoices.

   5) **AGENCY** shall submit written progress reports with each set of invoices to allow **CALTRANS District Partnership Liaison** to determine if **AGENCY** is performing to expectations, is on schedule, is within funding cost limitations, to communicate interim findings, and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be developed.

i. Incomplete or inaccurate invoices shall be returned to the **AGENCY** unapproved for correction. Failure to submit invoices on a timely basis may be grounds for termination of this RGA for material breach per Section III–Termination, Item 12.

j. **CALTRANS** will reimburse **AGENCY** for all allowable Project costs at least quarterly, but no more frequently than monthly, in arrears as promptly as **CALTRANS** fiscal procedures permit upon receipt of an itemized signed invoice.

k. The RGA Expiration Date refers to the last date for **AGENCY** to incur valid Project costs or credits and is the date this RGA expires. **AGENCY** has until **July 30, 2027,** to make final allowable payments to Project contractors or vendors, and November 30, 2027, to submit the Project's Final Report, as defined in Attachment I and a final invoice to **CALTRANS** for reimbursement for allowable Project costs. Any unexpended Project funds not invoiced by the 60th day will be reverted and will no longer be accessible to reimburse late Project invoices contractor.

l. The final invoice will be paid upon submission by **AGENCY** to **CALTRANS** and acceptance by **CALTRANS** of the Final Delivery Report. Complete final delivery reports and invoices must be submitted to **CALTRANS** by **November 30, 2027**.

15. Quarterly Progress Reporting

a. AGENCY shall submit written quarterly progress reports to the **CALTRANS District Partnership Liaison** to determine if **AGENCY** is performing to expectations, is on schedule, is within funding cost limitations, to communicate interim findings, and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be

developed.

16. Cost Principles

    a. **AGENCY** agrees to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

    b. **AGENCY** agrees, and will assure that its contractors, sub-recipients, in-kind contributors, and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual Project cost items and (b) and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. Every sub-recipient receiving Project funds as a sub-recipient, contractor, or subcontractor under this RGA shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards to the extent applicable.

    c. Any Project costs for which **AGENCY** has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, and/or Part 48, Chapter 1, Part 31, are subject to repayment by **AGENCY** to **CALTRANS**. Should **AGENCY** fail to reimburse moneys due CALTRANS within 30 days of discovery or demand, or within such other period as may be agreed in writing between the parties hereto, **CALTRANS** is authorized to intercept and withhold future payments due **AGENCY** from **CALTRANS** or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

    d. Prior to **AGENCY** seeking reimbursement of indirect costs, **AGENCY** must have identified estimated indirect cost rate in **Attachment II,** prepare and submit annually to **CALTRANS** for review and approval an indirect cost rate proposal and a central service cost allocation plan (if any) in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and Chapter 5 of the Local Assistance Procedures Manual which may be accessed at: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/ch05.pdf

    e. **AGENCY** agrees and shall require that all its agreements with consultants and subrecipients contain provisions requiring adherence to this section in its entirety **except for section c**, **above**.

17. Americans with Disabilities Act

    By signing this Agreement, **AGENCY** assures **CALTRANS** that in the course of performing Project Work, it will fully comply with the applicable provisions of the Americans with Disabilities Act (ADA) of 1990, as amended, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA (42 USC Section 12101 et seq.).

18. Iran Contracting Act

    AGENCY must complete and submit to **CALTRANS** the Iran Contracting Act Certification certifying that it is not on the most current DGS list of Entities Prohibited from Contracting with Public Entities in California per the Iran Contracting Act, 2010 (https://www.dgs.ca.gov/PD/Resources/Page-Content/Procurement-Division-Resources-List-Folder/List-of-Ineligible-Businesses), before the

Agreement has been executed, unless Contractor is exempted from the certification requirement by Public Contract Code Section 2205(c) or (d). If claiming an exemption, the proposed Contractor shall provide written evidence that supports an exemption under Public Contract Code Section 2203(c) or (d) before execution of the Agreement.

19. Indemnification

    a. Neither **CALTRANS** nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by **AGENCY**, its officers, employees, agents, its contractors, its subrecipients, or its subcontractors under or in connection with any work, authority, or jurisdiction conferred upon **AGENCY** under this RGA. It is understood and agreed that **AGENCY** shall fully defend, indemnify, and save harmless **CALTRANS** and all of **CALTRANS**' officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, including, but not limited to, tortuous, contractual, likeness statutes under California Civil Code §§ 3344 and 3344.1, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by **AGENCY**, its officers, employees, agents, contractors, subrecipients, or subcontractors under this RGA.

    b. **AGENCY** agrees to fully defend, indemnify, and save harmless **CALTRANS** and all of its officers and employees from any and all claims, lawsuits, or legal actions, including reasonable attorneys' fees and legal costs, relating to intellectual property claims arising from or related to the Project and/or any work procured under this RGA, including but not limited to claims based on (1) U.S. federal or state trademark infringement laws, (2) patent infringement laws (3) 17 U.S.C. §§ 101-810 (the Copyright Act of 1976, as modified), (4) 17 U.S.C. § 106A(a) (the Visual Artists Rights Act of 1990, "VARA"), (5) 17 U.S.C. § 113, (6) California Civil Code § 987 (the California Art Preservation Act), California Civil Code §989, or (7) any other rights arising under U.S. federal or state laws or under the laws of any other country that conveys rights and protections of the same nature as those conveyed under 17 U.S.C. §106A(a) and California Civil Code §987, including intellectual property claims arising from or related to breach of contract, inverse condemnation, conversion, and/or taking of property.

20. Nondiscrimination Clause (2 CCR 11105 Clause b)

    a. During the performance of this RGA, the **AGENCY**, its contractors, its subrecipients, and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. **AGENCY** shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

    b. **AGENCY** shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code Sections 12900 et seq.), the regulations promulgated thereunder (California Code of Regulations, Title 2, Sections 11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1,

Division 3, Title 2 of the Government Code (Gov. Code Sections 11135-11139.5), and the regulations or standards adopted by **CALTRANS** to implement such article.

c. **AGENCY** shall permit access by representatives of the Department of Fair Employment and Housing and **CALTRANS** upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or **CALTRANS** shall require to ascertain compliance with this clause.

d. **AGENCY** and its contractors, its sub-recipients, and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

e. **AGENCY** shall include the nondiscrimination and compliance provisions of this clause in all agreements with its sub-recipients, contractors, and subcontractors, and shall include a requirement in all agreements with all of same that each of them in turn include the nondiscrimination and compliance provisions of this clause in all contracts and subcontracts they enter into to perform work under this RGA.

21. Retention of Records/Audits

a. **AGENCY**, its contractors, subcontractors, and sub-recipients, agree to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

b. **AGENCY**, its contractors, subcontractors, and sub-recipients shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line. The accounting system of **AGENCY**, its contractors, all subcontractors, and sub-recipients shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of **AGENCY**, its contractors, subcontractors and sub-recipients connected with Project performance under this RGA shall be maintained for a minimum of three (3) years from the date of final payment to **AGENCY** and shall be held open to inspection, copying, and audit by representatives of **CALTRANS**, the California State Auditor, and auditors representing the federal government. Copies thereof will be furnished by **AGENCY**, its contractors, its subcontractors, and sub-recipients upon receipt of any request made by **CALTRANS** or its agents. In conducting an audit of the costs and match credits claimed under this RGA, **CALTRANS** will rely to the maximum extent possible on any prior audit of **AGENCY** pursuant to the provisions of State and **AGENCY** law. In the absence of such an audit, any acceptable audit work performed by **AGENCY's** external and internal auditors may be relied upon and used by **CALTRANS** when planning and conducting additional audits.

c. For the purpose of determining compliance with applicable State and **AGENCY** law in connection with the performance of **AGENCY's** contracts with third parties pursuant to Government Code Section 8546.7**, AGENCY**, **AGENCY's** sub-recipients, contractors, subcontractors, and **CALTRANS**, shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire Project period and for three (3) years from the date of final payment to **AGENCY** under this RGA. **CALTRANS**, the

California State Auditor, or any duly authorized representative of **CALTRANS** or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to a Project for audits, examinations, excerpts, and transactions, and **AGENCY** shall furnish copies thereof if requested.

d. **AGENCY**, its subrecipients, contractors, and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by **CALTRANS**, for the purpose of any investigation to ascertain compliance with this RGA.

e. Additionally, all grants may be subject to a pre-award audit prior to execution of this RGA to ensure **AGENCY** has an adequate financial management system in place to accumulate and segregate reasonable, allowable and allocable costs.

f. Any contract with a contractor, subcontractor, or sub-recipient entered into as a result of this RGA shall contain all the provisions of this article.

22. Adjudication of Facts in Disputes

a. Any dispute concerning a question of fact arising under this RGA that is not disposed of by agreement shall be decided by the **CALTRANS** Contract Officer, who may consider any written or verbal evidence submitted by **AGENCY**. The **CALTRANS** Contract Officer shall issue a written decision within 30 days of receipt of the dispute. If **AGENCY** rejects the decision of the **CALTRANS** Contract Officer, **AGENCY** can pursue any and all remedies authorized by law. Neither party waives any rights to pursue remedies authorized by law.

b. Neither the pendency of a dispute nor its consideration by **CALTRANS** Contract Officer will excuse **AGENCY** from full and timely performance in accordance with the terms of this RGA.

23. Third-Party Contracts

a. **AGENCY** shall perform the work contemplated with resources available within its own organization and no portion of the work shall be contracted to a third party without prior written authorization by the **CALTRANS District Partnership Liaison** unless expressly included (subrecipient identified) in **Attachment III** as Project Work.

b. All State-government-funded procurements must be conducted using a fair and competitive procurement process. **AGENCY** may use its own procurement procedures as long as the procedures comply with the local **AGENCY's** laws, rules, and ordinances governing procurement and all applicable provisions of State law, including, without limitation, the requirement that the **AGENCY** endeavor to obtain at least three (3) competitive bids for solicitation of goods, services, and consulting services (see Part 2, Chapter 2, Articles 3 and 4 of the Public Contract Code); a qualifications-based solicitation process, for which statements of qualifications are obtained from at least three (3) qualified firms for architecture and engineering services (see Title 1, Division 5, Chapter 10 of the Government Code); and, the applicable provisions of the State Contracting Manual (SCM), Chapter 5, which are not inconsistent with this **Item 23, Third Party Contracts**. The SCM can be found and the following link: https://www.dgs.ca.gov/OLS/Resources/Page-Content/Office-of-Legal-Services-Resources-List-Folder/State-Contracting.

c. Any contract entered into as a result of this RGA shall contain all the provisions stipulated in this RGA to be applicable to **AGENCY's** sub-recipients, contractors, and subcontractors. Copies of all agreements with sub-recipients, contractors, and subcontractors, must be submitted to the **CALTRANS District Partnership Liaison**.

d. **CALTRANS** does not have a contractual relationship with the **AGENCY's** subrecipients, contractors, or subcontractors, and the **AGENCY** shall be fully responsible for all work performed by its subrecipients, contractors, or subcontractors.

e. Prior authorization in writing by the **CALTRANS District Partnership Liaison** shall be required before **AGENCY** enters into any non-budgeted sub-agreement. **AGENCY** shall provide an evaluation of the necessity or desirability of incurring such costs. **AGENCY** shall retain all receipts for such purchases or services and shall submit them with invoices per **Section III–Payment and Invoicing**, **Item 14(h)(4)**, **above**.

f. Any contract entered into by **AGENCY** as a result of this RGA shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subrecipients, contractors, and subcontractors, will be allowable as Project costs only after those costs are incurred and paid for by the subrecipients, contractors, and subcontractors. Travel expenses and per diem rates for subcontractors shall be reimbursed pursuant to **Section III–Payment and Invoicing**, **Item 14c**, **above**.

24. Drug-Free Workplace Certification

By signing this RGA, **AGENCY** hereby certifies under penalty of perjury under the laws of California that **AGENCY** will comply with the requirements of the Drug-Free Workplace Act of 1990 (Gov. Code Sections 8350 et seq.) and will provide a Drug-Free workplace by doing all of the following:

a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355(a).

b. Establish a Drug-Free Awareness Program as required by Government Code Section 8355(a)(2) to inform employees about all of the following:

1) The dangers of drug abuse in the workplace.

2) The person's or organization's policy of maintaining a Drug-Free workplace.

3) Any available counseling, rehabilitation, and employee assistance programs.

4) Penalties that may be imposed upon employees for drug abuse violations.

c. Provide, as required by Government Code Section 8355(a)(3), that every employee who works on the proposed contract or grant:

1) Will receive a copy of the company's Drug-Free policy statement.

2) Will agree to abide by the terms of the company's statement as a condition of employment on the contract or grant.

d. Failure to comply with these requirements may result in suspension of payments under this RGA or termination of this RGA or both, and **AGENCY** may be ineligible for the award of any future state contracts if **CALTRANS** determines that any of the following has occurred: (1) **AGENCY** has made a false certification or, (2) **AGENCY** violates the certification by failing to

carry out the requirements as noted above.

25. Relationship of Parties

    It is expressly understood that this agreement is executed by and between two (2) independent governmental entities and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of an independent party.

26. State-Owned Data

    a. **AGENCY** agrees to comply with the following requirements to ensure the preservation, security, and integrity of State-owned data on portable computing devices and portable electronic storage media:

        1) Encrypt all State-owned data stored on portable computing devices and portable electronic storage media using government-certified Advanced Encryption Standard (AES) cipher algorithm with a 256-bit or 128-bit encryption key to protect **CALTRANS** data stored on every sector of a hard drive, including temp files, cached data, hibernation files, and even unused disk space.

        2) Data encryption shall use cryptographic technology that has been tested and approved against exacting standards, such as FIPS 140-2 Security Requirements for Cryptographic Modules.

        3) Encrypt, as described above, all State-owned data transmitted from one computing device or storage medium to another.

        4) Maintain confidentiality of all State-owned data by limiting data sharing to those individuals contracted to provide services on behalf of the State, and limit use of State information assets for State purposes only.

        5) Install and maintain current anti-virus software, security patches, and upgrades on all computing devices used during the course of the Agreement.

        6) Notify the **CALTRANS District Partnership Liaison** immediately of any actual or attempted violations of security of State-owned data, including lost or stolen computing devices, files, or portable electronic storage media containing State-owned data.

        7) Advise the owner of the State-owned data, the **AGENCY** Information Security Officer, and the **AGENCY** Chief Information Officer of vulnerabilities that may present a threat to the security of State-owned data and of specific means of protecting that State-owned data.

    b. **AGENCY** agrees to use the State-owned data only for State purposes under this Agreement.

    c. **AGENCY** agrees to not transfer State-owned data to any computing system, mobile device, or desktop computer without first establishing the specifications for information integrity and security as established for the original data file(s) (State Administrative Manual (SAM) Section 5335.1).

27. CALTRANS' Use of "Before" and "After" Project Photographs

    a. **AGENCY** acknowledges it provided a "Before" photograph of the Project with the **AGENCY**'s application for the Clean California Local Grant Program. **AGENCY** acknowledges and agrees it must provide an "After" photograph of the Project as part of the close out reporting process.
    b. **AGENCY** warrants it is the copyright owner of the "Before" and "After" Project photographs.
    c. Neither the "Before" nor "After" Project photographs shall include the faces of any

individuals.

d. **AGENCY** grants to **CALTRANS** an irrevocable, perpetual, royalty-free, sublicensable, unlimited, worldwide license to prepare derivative works, make, publish, display, and distribute two-dimensional reproductions and/or copies, digitally and in print, of the "Before" and "After" Project photographs, or derivatives thereof, for non-commercial purposes or any State government purposes. This includes, but is not limited to, reproductions used in brochures, media publicity, public outreach campaigns (including television and social media campaigns), education, and exhibition catalogues or other similar publication.
e. When applicable, **AGENCY** shall obtain and provide to **CALTRANS** any and all documentation **CALTRANS** reasonably determines is necessary or desirable to perfect the license described in this RGA to **CALTRANS**. This documentation shall be provided to **CALTRANS** within fifteen (15) days of written notice that this documentation is required.

28. Limited Grant of Rights to **CALTRANS** for Use of Educational Programming ("educational programming") Created or Produced for Project and Visual Art Located Outside of State Right-of-Way ("**Artwork**") Created or Produced for Project

a. Educational programming:

i. **AGENCY** shall obtain from any and all copyright owner(s) of educational programming a sublicensable, irrevocable, perpetual, royalty-free, unlimited, worldwide license to prepare derivative works, make, publish, display, and distribute two-dimensional reproductions and/or copies, digitally and in print, of the educational programming created or produced for Project under this RGA, or derivatives thereof, for non-commercial purposes or any State government purposes. This includes, but is not limited to, reproductions used in brochures, media publicity, public outreach campaigns (including television and social media campaigns), education, exhibition catalogues or other similar publication. **AGENCY** shall obtain any and all other intellectual property rights necessary to make this grant to **CALTRANS** as described in this RGA.

ii. **AGENCY** grants to **CALTRANS** an irrevocable, perpetual, royalty-free, sublicensable, unlimited, worldwide license to prepare derivative works, make, publish, display, and distribute two-dimensional reproductions and/or copies, digitally and in print, of the educational programming created or produced for Project under this RGA, or derivatives thereof, for non-commercial purposes or any State government purposes. This includes, but is not limited to, reproductions used in brochures, media publicity, public outreach campaigns (including television and social media campaigns), education, and exhibition catalogues or other similar publication.

iii. When applicable, **AGENCY** shall obtain and provide to **CALTRANS** any and all documentation **CALTRANS** reasonably determines is necessary or desirable to perfect the license or sublicense described in this RGA to **CALTRANS**. This documentation shall be provided to **CALTRANS** within fifteen (15) days of written notice that this documentation is required.

iv. To the extent any logos, including trademarks or service marks, belonging to third parties and/or the **AGENCY** are used on educational programming created or produced for Project under this RGA, **AGENCY** agrees to obtain and grant all necessary rights for **CALTRANS** to use and allow agents of **CALTRANS** to use the logos in connection with use of the educational programming for non-commercial purposes or State government purposes. This includes but is not limited to reproductions used in brochures, media publicity, public outreach

campaigns (including television and social media campaigns), education and exhibition catalogues or other similar publication. This documentation shall be provided to **CALTRANS** within fifteen (15) days of written notice that this documentation is required.

b. **Artwork**:

i. **AGENCY** shall obtain from the artist(s), or any other copyright owner(s) of **Artwork**, a sublicensable, irrevocable, perpetual, royalty-free, unlimited, worldwide license to prepare derivative works, make, publish, display, and distribute two-dimensional reproductions and/or copies, digitally and in print, of **Artwork** created or produced for Project under this RGA, or derivatives thereof, for non-commercial purposes or any State government purposes. This includes, but is not limited to, reproductions used in brochures, media publicity, public outreach campaigns (including television and social media campaigns), education, and exhibition catalogues or other similar publication. **AGENCY** shall obtain any and all other intellectual property rights necessary to make this grant to **CALTRANS** as described in this RGA.

ii. **AGENCY** grants to **CALTRANS** an irrevocable, perpetual, royalty-free, sublicensable, unlimited, worldwide license to prepare derivative works, make, publish, display, and distribute two-dimensional reproductions and/or copies, digitally and in print, of **Artwork** created or produced for Project under this RGA, or derivatives thereof, for non-commercial purposes or any State government purposes. This includes, but is not limited to, reproductions used in brochures, media publicity, public outreach campaigns (including television and social media campaigns), education, and exhibition catalogues or other similar publication.

iii. **AGENCY** shall obtain and provide to **CALTRANS** any and all documentation **CALTRANS** reasonably determines is necessary or desirable to perfect the license or sublicense described in this RGA to **CALTRANS**. This documentation shall be provided to **CALTRANS** within fifteen (15) days of written notice that this documentation is required.

29. Government Purpose Rights for Inventions

a. Inventions are any idea, methodologies, design, concept, technique, invention, discovery, improvement or development regardless of patentability made solely by **AGENCY** or jointly with the **AGENCY's** contractor, subcontractor and/or subrecipient during the term of this RGA and in performance of any work under this RGA, provided that either the conception or reduction to practice thereof occurs during the term of this RGA and in performance of work issued under this RGA.

b. **CALTRANS** will have Government Purpose Rights to any inventions created as a result of the Project. "Government Purpose Rights" are the unlimited, irrevocable, worldwide, perpetual, royalty-free, non-exclusive rights, and licenses to use, modify, reproduce, perform, release, display, create derivative works from, and disclose any said invention. "Government Purpose Rights" also include the right to release or disclose said invention(s) outside **CALTRANS** for any State government purpose and to authorize recipients to use, modify, reproduce, perform, release, display, create derivative works from, and disclose the invention(s) for any State government purpose. "Government Purpose Rights" do not include any rights to use, modify, reproduce, perform, release, display, create derivative works from, or disclose the invention(s)

for any commercial purpose.

30. Additional Intellectual Property Provisions

a. To the extent any intellectual property is created or produced for Project under this RGA, and not covered in other provisions of this RGA, **AGENCY** agrees to take reasonable steps to ensure that **CALTRANS** has the rights necessary to allow for use of the intellectual property in a fashion substantially similar to other rights for non-commercial uses and State government purposes described in this RGA.

b. If additional uses are reasonably determined to be needed by **CALTRANS** for public outreach purposes, **AGENCY** will obtain rights and grant **CALTRANS** and its agents said additional rights for use of the "Before" and "After" Project photos, **Artwork** created or produced for Project under this RGA, and educational programming created or produced for Project under this RGA. The grant will be an irrevocable, non-exclusive, perpetual, royalty-free, sublicensable, unlimited, worldwide license.

c. When requested to so do by **AGENCY**, all reproductions and/or copies by **CALTRANS** of "Before" or "After" Project photographs, educational programming, and **Artwork** shall contain a credit to the Artist/ Copyright owner(s) and a copyright notice in substantially the following form: © [Artist/Copyright owner's name, date of publication]. **AGENCY** bears sole responsibility to promptly notify **CALTRANS,** in writing**,** about instances where such accreditation is requested and provide the Artist/ Copyright owner's name and date of publication. **CALTRANS** will make reasonable efforts to affix the copyright notice in a timely manner.

d. Required disclaimer language for educational programming and **Artwork** created or produced for Project under this RGA.

i. Educational programming: **AGENCY** must place a disclaimer statement in a conspicuous manner on the educational programming created or produced for Project under this RGA a disclaimer that states the content of the educational programming does not reflect the official views or policies of **CALTRANS**. The educational programming does not constitute a standard, specification, or regulation.

ii. **Artwork**: **AGENCY** must place a disclaimer statement in a conspicuous manner on or in close proximately to the **Artwork** created or produced for Project under this RGA a disclaimer statement that the contents of the artwork do not reflect the official views or policies of **CALTRANS**.

e. Avoidance of Infringement: In performing work under this RGA, **AGENCY** and its employees agree to avoid designing or developing any items that infringe one or more patents or other intellectual property rights of any third party. If **AGENCY** or its employees becomes aware of any such possible infringement in the course of performing any work under this RGA, **AGENCY** or its employees shall immediately notify **CALTRANS** in writing.

f. **Contractors, Subcontractors, and Subrecipients:** Through contract with its sub-recipients, contractors, and subcontractors, **AGENCY** shall affirmatively bind by contract all of its contractors, subcontractors, subrecipients, and service vendors (hereinafter "**AGENCY's Contractor/Subcontractor/Subrecipient**") providing services under this RGA to conform to the provisions of paragraphs 31-33 of this RGA. In performing services under this RGA, **AGENCY's** Contractor/Subcontractor/Subrecipient shall agree to avoid designing or developing any items that infringe one (1) or more patents or other intellectual property rights of any third party. If **AGENCY's** Contractor/Subcontractor/Subrecipient becomes aware of any such possible

infringement in the course of performing any work under this RGA, **AGENCY's** Contractor/Subcontractor/Subrecipient shall immediately notify the **AGENCY** in writing, and **AGENCY** will then immediately notify **CALTRANS** in writing.

31. Visual Art Located on California State Right-of-Way

AGENCY agrees if Project involves visual art located on California State right-of-way, Project must be submitted and adhere to **CALTRANS**' most current Transportation Art Proposal process, policies, guidelines, and requirements. Information regarding **CALTRANS**' Transportation Art program can be found at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-j-transportation-art. **AGENCY** bears sole responsibility for ensuring that any Project will be timely submitted through **CALTRANS**' Transportation Art Proposal process, approved, and installed prior to any deadlines as required by this RGA.

a. **AGENCY** acknowledges that funds provided by **CALTRANS** under this RGA shall not be used for maintenance outside of the project time limits as provided in this RGA.

b. **AGENCY** acknowledges that the **CALTRANS**' Transportation Art Proposal process requires, among other things, **CALTRANS** ownership of any tangible visual final artwork, an unlimited, irrevocable copyright assignment to **CALTRANS** of the final artwork, and waiver of moral rights under California Civil Code § 987 (the California Art Preservation Act) and 17 U.S.C. § 106A(a) (the Visual Artists Rights Act of 1990, "VARA") of the final artwork.

c. **AGENCY** acknowledges that any submittal to the **CALTRANS**' Transportation Art Proposal process includes restrictions on the type of work that can be located on California State right-of-way.

32. Assumption of Risk and Indemnification Regarding Exposure to Environmental Health Hazards

In addition to, and not a limitation of, **AGENCY's** indemnification obligations contained elsewhere in this Agreement, **AGENCY** hereby assumes all risks of the consequences of exposure of **AGENCY's** employees, agents, Subcontractors, Subcontractors' employees, and any other person, firm, or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, to any and all environmental health hazards, local and otherwise, in connection with the performance of this Agreement. Such hazards include, but are not limited to, bodily injury and/or death resulting in whole or in part from exposure to infectious agents and/or pathogens of any type, kind or origin. **AGENCY** also agrees to take all appropriate safety precautions to prevent any such exposure to **AGENCY's** employees, agents, Subcontractors, Subcontractors' employees, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement. **AGENCY** also agrees to indemnify and hold harmless **CALTRANS**, the State of California, and each and all of their officers, agents and employees, from any and all claims and/or losses accruing or resulting from such exposure. Except as provided by law, **AGENCY** also agrees that the provisions of this paragraph shall apply regardless of the existence or degree of negligence or fault on the part of **CALTRANS**, the State of California, and/or any of their officers, agents and/or employees.

33. Mandatory Organic Waste Recycling

It is understood and agreed that pursuant to Public Resources Code Sections 42649.8 et seq., if **AGENCY** or its subcontractor generates two (2) cubic yards or more of organic waste or commercial solid waste per week, **AGENCY** or its subcontractor shall arrange for organic waste or commercial waste recycling services that separate/source organic waste for organic waste

recycling. **AGENCY** shall provide proof of compliance, i.e. organic waste recycling services or commercial waste recycling services that separate/source organic waste recycling, upon request from **CALTRANS District Partnership Liaison**

34. Project Close Out/Closeout Report

    a. **AGENCY** will provide a final close out report to the **CALTRANS District Partnership Liaison** no later than November 30, 2027.

       CALTRANS reserves the right to inspect the project location prior to approving the final invoice and closeout report.

    b. **CALTRANS** reserves the right to withhold final payment to **AGENCY** pending receipt and approval of the final closeout report by the **CALTRANS District Partnership Liaison**.

    c. Payments shall be forfeit if invoices are submitted after **November 30, 2027**.

35. ADA Compliance

    All entities that provide electronic or information technology or related services that will be posted online by **CALTRANS** must be in compliance with Government Code Sections 7405 and 11135 and the Web Content Accessibility Guidelines (WCAG) 2.0 or subsequent version, published by the Web Accessibility Initiative of the World Wide Web Consortium at a minimum Level AA success. All entities will respond to and resolve any complaints/deficiencies regarding accessibility brought to their attention.

36. Prevailing Wages and Labor Code Compliance

    AGENCY shall comply with any and all applicable labor and prevailing wage requirements in Labor Code Sections 1720 through 1815 and implementing regulations for any public works or maintenance contracts and subcontracts executed for the **AGENCY**'s work on or for the Project.

37. In the event of any inconsistency between the provisions which constitute this RGA, the following order of precedence shall apply:

    I. This Restricted Grant Agreement (as amended);
    II. The **CALTRANS** Local Grant Program Guidelines;
    III. Approved Indirect Cost Rate (if applicable);
    IV. Approved Grant Application (as amended); and
    V. **AGENCY** Resolution.

38. Survival

    AGENCY's representations, the indemnification provisions in paragraph 21, intellectual property provisions in paragraphs 30, 31, 32, and 33, and all other provisions which by their inherent character establish ongoing obligations shall remain in full force and effect, regardless of any expiration and/or termination of this RGA.

39. Sanctions

    No agreements under this RGA shall be made with individuals and/or entities that are determined to be a target of sanctions by the State of California while such sanctions are in

effect.

Section IV

Attachments:

The following attachments are incorporated into and are made a part of this RGA by this reference and attached hereto.

I. Clean CA Community Cleanup and Employment Pathway (CCEP) Grant Program Guidelines
II. Approved Indirect Cost Rate (if applicable)
III. Approved Grant Application and Amendment(s) to Grant Application (if applicable)
IV. **AGENCY** Resolution (if applicable)

In Witness Whereof, the parties hereto have executed this RGA on the day and year first herein above written:

AGENCY NAME

City of Pinole

By:

Printed Name:

Garrett Evans

Title:

Interim City Manager

Date:

CALTRANS DISTRICT PARTNERSHIP LIAISON
CLEAN CALIFORNIA PROGRAM

By:

Printed Name:

Ida Tu

Title:

Clean CA Grant Manager

Date:

CALIFORNIA DEPARTMENT OF TRANSPORTATION

CLEAN CALIFORNIA PROGRAM

By:

Printed Name:

Walter Yu

Title:

Clean California Program Director

Date:

PINOLE CREEK WATERSHED

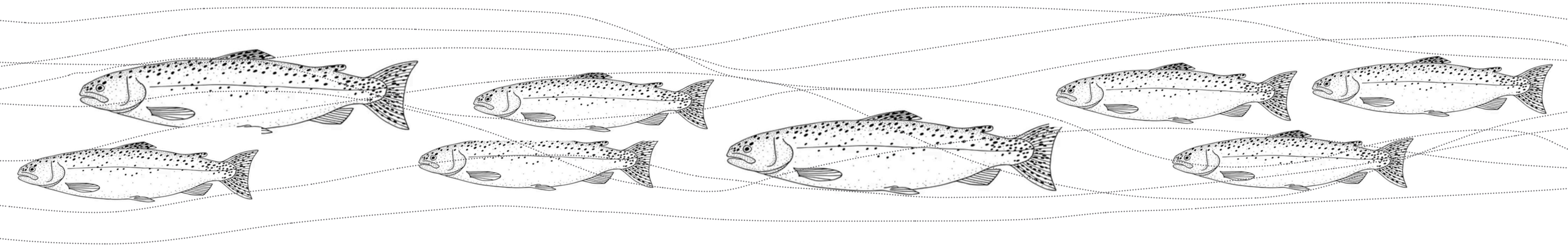


The Pinole Creek Watershed is an unique watershed whose waters flow through the East Bay hills and the town of Pinole before entering the San Pablo Bay. Historically, the creek was home to native anadromous steelhead trout that nested in the upper watershed. The upper watershed remains relatively undeveloped and with the completion of several major projects, steelhead are returning. However, as Pinole has grown, so have threats to Pinole Creek's environmental health*.

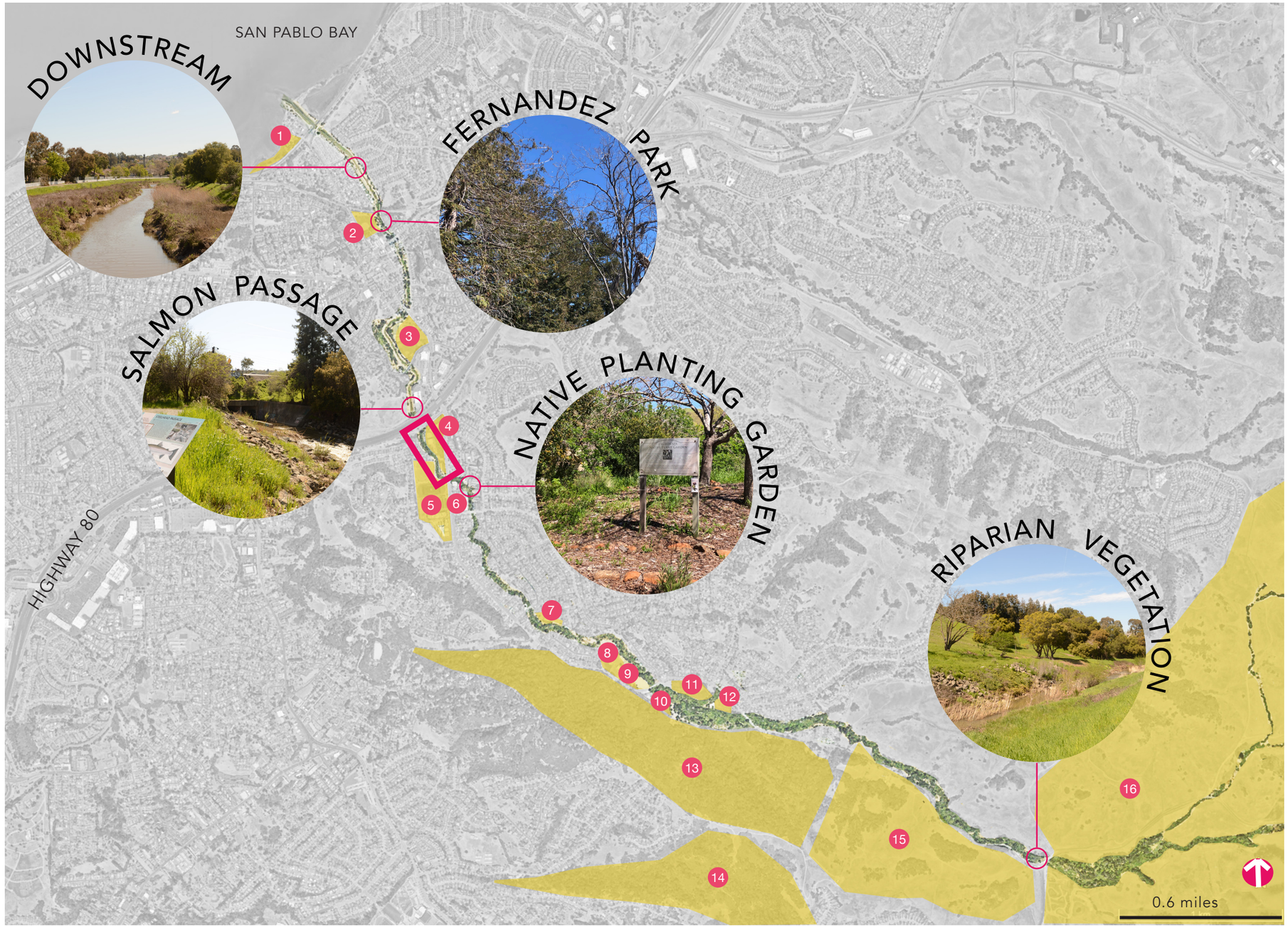
As Pinole Creek flows down to San Pablo Bay, it picks up a disheartening amount of trash due to littering and illegal dumping of household trash and larger items such as furniture and vehicle tires*.

The Creek offers opportunities to increase social and ecological connectivity along its entire length, inviting the people of Pinole to celebrate the water, the riparian vegetation and the rainbow trouts!

**Text from Friends of Pinole Creek Watershed website*



PINOLE CREEK | EXISTING CONDITIONS + OPPORTUNITIES FOR SOCIAL AND ECOLOGICAL CONNECTIVITY



OPPORTUNITIES FOR SOCIAL AND ECOLOGICAL CONNECTIVITY

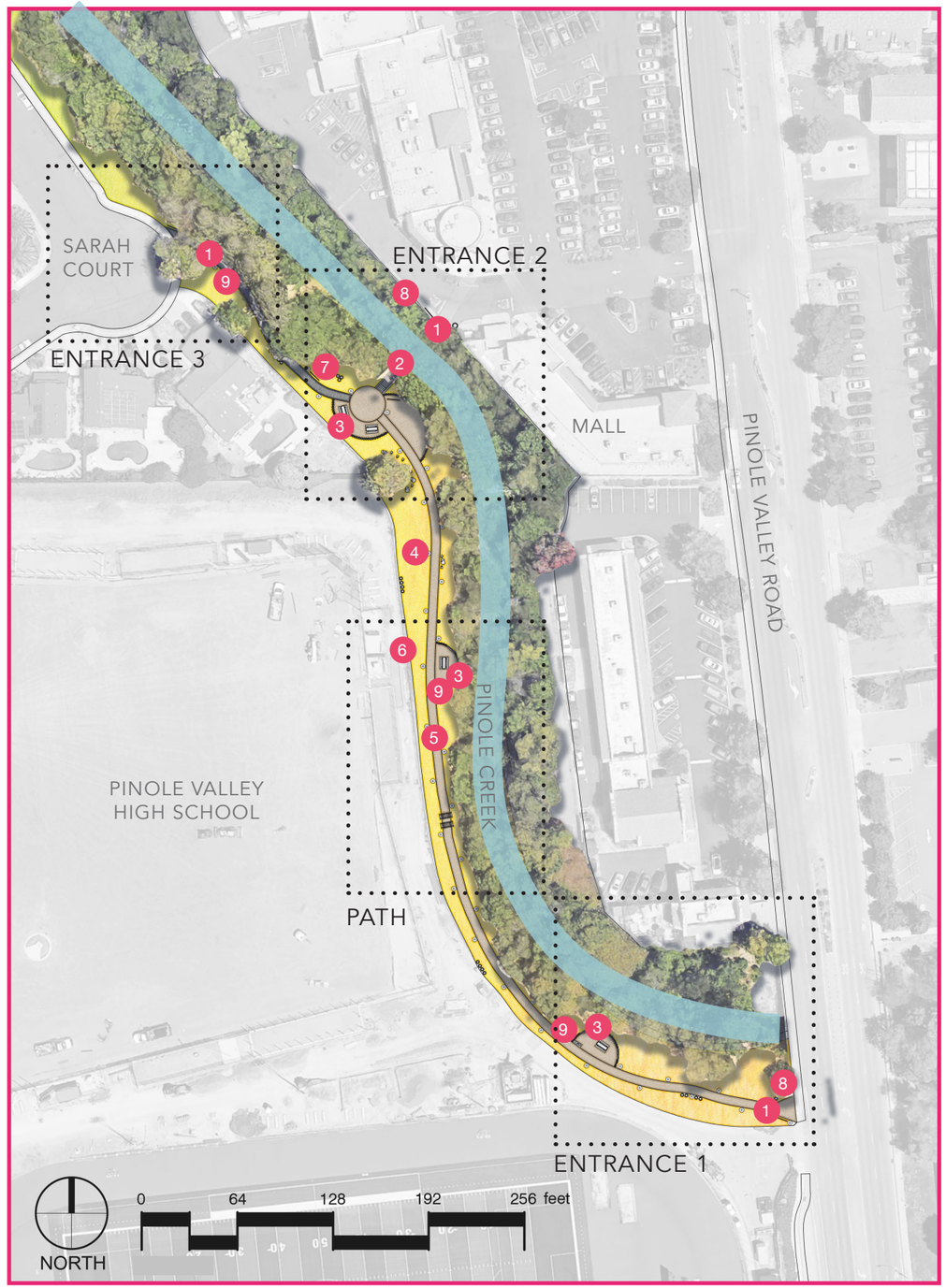
1. BAYFRONT PARK
2. FERNANDEZ PARK
3. COLLINS ELEMENTARY SCHOOL
4. MALL
5. PINOLE VALLEY HIGH SCHOOL
6. PINOLE LIBRARY
7. PINOLE SWIMMING POOL
8. SAVAGE AVENUE PARK
9. ELLERHORST ELEMENTARY SCHOOL
10. PINOLE DOG PARK
11. PINOLE VALLEY PARK
12. PINOLE SKATE PARK
13. PINOLE VALLEY PARK TRAILS
14. SOBRANTE RIDGE REGIONAL PARK
15. SOBRANTE RIDGE REGIONAL PRESERVE
16. BAY AREA RIDGE TRAILHEAD

- OPPORTUNITIES FOR CONNECTIVITY
- RIPARIAN VEGETATION
- PINOLE TOWN
- SCOPE OF WORK

PINOLE CREEK | COMMUNITY INPUT AND PROGRAM PREFERENCES



PINOLE CREEKSIDE PARK CONCEPT PLAN



KEY AND PRIORITIES

1. HIGLIGHTED ENTRANCE: OVERHEAD WOODEN TRELLIS PLANTED WITH VINES OR SCULPTURE
2. WOODEN BRIDGE
3. PICNIC AREA
4. HABITAT RESTORATION
5. PARK TREAD TRAIL
6. FENCE WITH ART
7. ART EXPRESSION OF CREEK AND SALMON
8. SIGNAGE
9. TRASH BINS
10. LIGHTING ALONG THE TRAIL

















PINOLE CREEKSIDE PARK CONCEPT PLAN - ENTRANCE 1



LEGEND



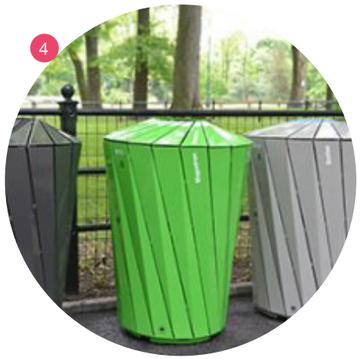
2 LOG/STUMP/ BOULDER EDGE



3 PICNIC TABLE



1 ENTRANCE



4 TRASH BINS



5 ART



6 SIGNAGE



7 LIGHTING

PARK TREAD

(E) RIPARIAN VEGETATION

MEADOW

PINOLE CREEKSIDE PARK CONCEPT PLAN - PATH



LEGEND







PARK TREAD

(E) RIPARIAN VEGETATION

MEADOW

PINOLE CREEKSIDE PARK CONCEPT PLAN - ENTRANCE 1



LOCATION

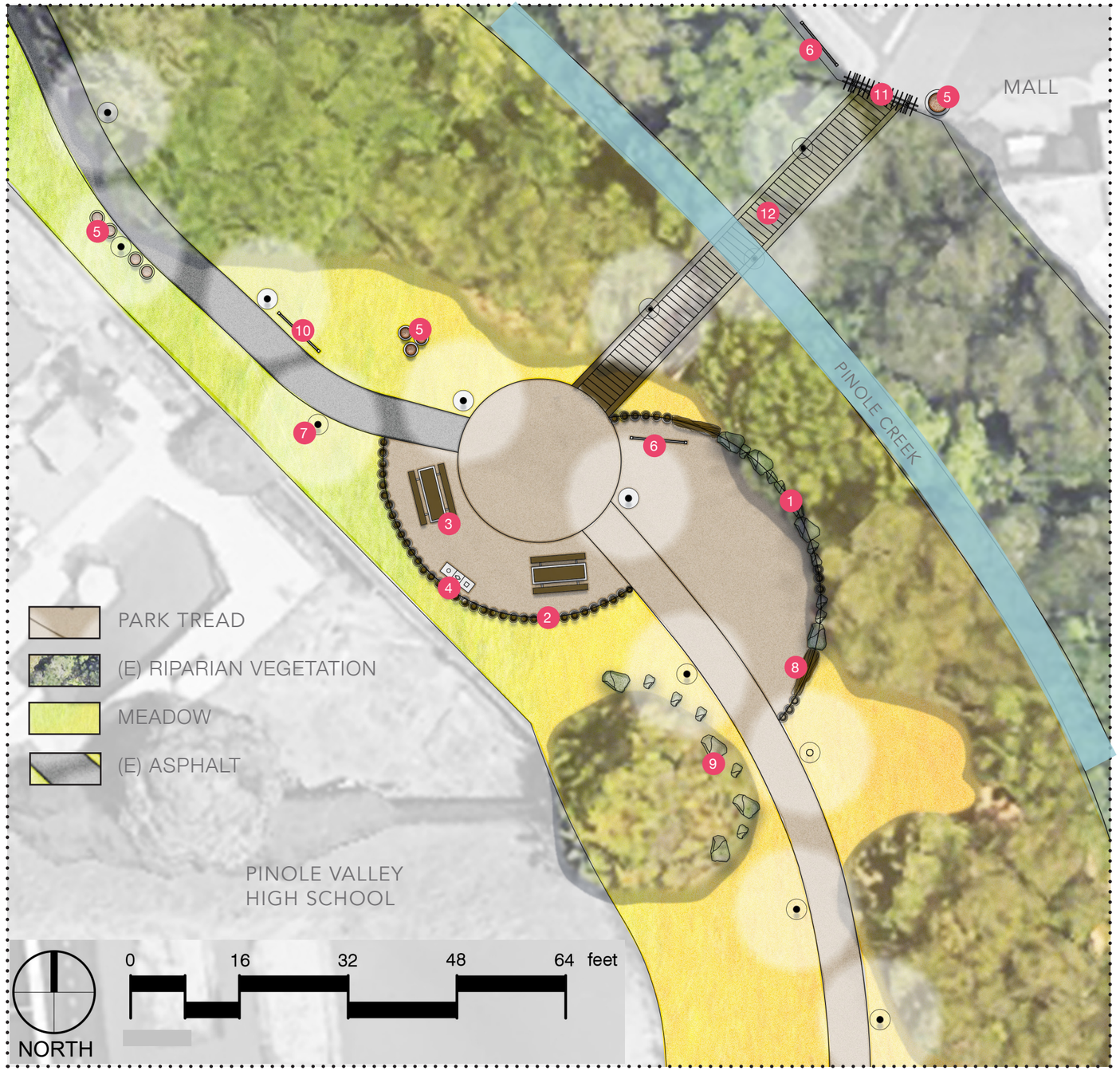


EXISTING



PROPOSED INTERVENTIONS

PINOLE CREEKSIDE PARK CONCEPT PLAN - ENTRANCE 2



LEGEND



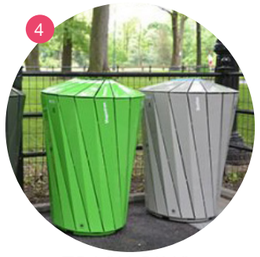
1 WATER FRONT



2 STUMP EDGING



3 PICNIC TABLE



4 TRASH BINS



5 ART



6 SIGNAGE



7 LIGHTING



8 WATER LOG



9 BOULDERS



10 COMMUNITY BOARD

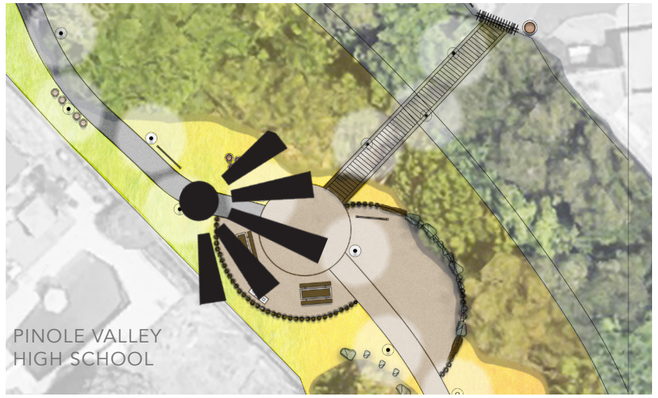


11 ENTRANCE



12 WOODEN BRIDGE

PINOLE CREEKSIDE PARK CONCEPT PLAN - ENTRANCE 2



LOCATION

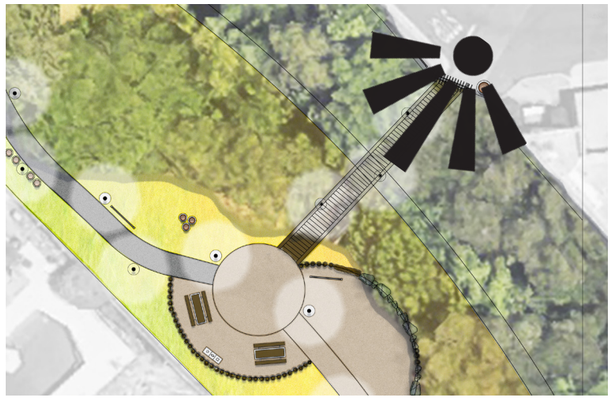


EXISTING



PROPOSED INTERVENTIONS

PINOLE CREEKSIDE PARK CONCEPT PLAN - ENTRANCE 2



LOCATION



EXISTING

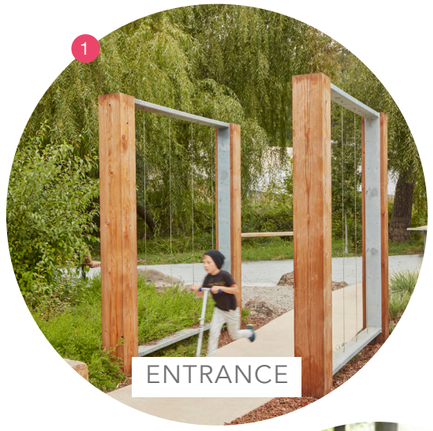


PROPOSED INTERVENTIONS

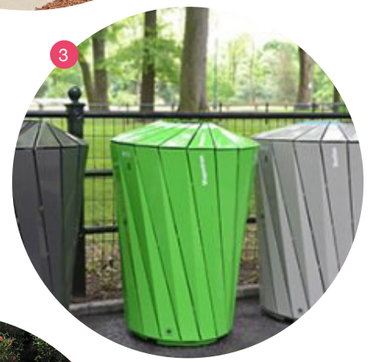
PINOLE CREEKSIDE PARK CONCEPT PLAN - ENTRANCE 3



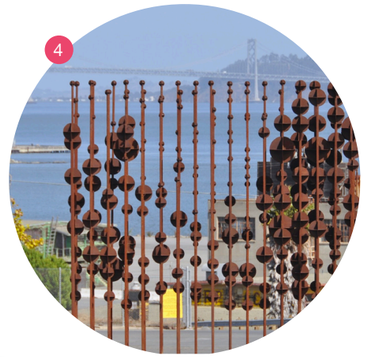
LEGEND







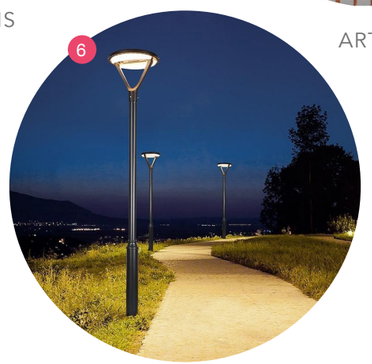
TRASH BINS



ART



COMMUNITY BOARD



LIGHTING

(E) ASPHALT

(E) RIPARIAN VEGETATION

MEADOW

CITY COUNCIL REPORT

9.G.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Heba El-Guindy, Public Works Director, helguindy@pinole.gov

SUBJECT: ADOPT A RESOLUTION APPROVING THE AMENDED AND RESTATED CONTRA COSTA CLEAN WATER PROGRAM AGREEMENT (JULY 1, 2026 – JUNE 30, 2041)

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution approving the amended and restated Contra Costa Clean Water Program Agreement effective as of July 1, 2026, through June 30, 2041.

BACKGROUND

Federal Water Pollution Control Act (Clean Water Act) requires that stormwater discharges in urbanized areas be regulated by a National Pollution Discharge Elimination System (NPDES) permit. The Contra Costa Clean Water Program (CCCWP) is comprised of the cities of Antioch, Brentwood, Clayton, Concord, El Cerrito, Hercules, Lafayette, Martinez, Oakley, Orinda, Pinole, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, and Walnut Creek; the towns of Danville and Moraga; and the county of Contra Costa and Contra Costa County Flood Control and Water Conservation District are joint permittees under the Municipal Regional Permit.

The joint permittees are Parties to the Agreement, under the Municipal Regional Stormwater NPDES Permit (No. CAS612008). The current joint Program Agreement has expired and is being replaced with a new, amended and restated Agreement effective July 1, 2026, through June 30, 2041. Due to the expiration of the prior agreement, the CCCWP has continued operating on a month-to-month basis, maintaining existing provisions and program responsibilities to ensure ongoing compliance with the Municipal Regional NPDES Permit until a new long-term agreement is approved.

REVIEW AND ANALYSIS

The CCCWP was established in 1991 to enable Contra Costa County, its cities, and the Flood Control District to jointly comply with stormwater regulations under the NPDES permit. Over the years, the Program Agreement has been periodically updated to reflect evolving regulatory requirements. Since January 2025, CCCWP Management Committee has reviewed a draft renewal agreement that introduces updates to administrative processes, committee structures, and compliance frameworks. Additionally, the amended and restated agreement for July 1, 2026, through June 30, 2041, outlines long-term obligations, cost-sharing formulas, and governance provisions for all co-permittees.

Key updates in the amended agreement include:

- Administrative and Contracting Updates: Aligning contracting processes with Contra Costa County procurement standards and clarifying indemnification provisions.
- Committee Structure: Introducing tiered participation based on population size and formalizing roles for sub-committees such as Monitoring, Development, Public Information, and Regional Alternative Compliance (RAC).
- Termination and Continuity: Revised withdrawal procedures and a provision allowing the expired agreement to remain in effect until renewal is executed, ensuring uninterrupted compliance.
- Program Staffing Flexibility: Options for staff augmentation to minimize operational disruptions.
- Cost Allocation: Future program costs will be apportioned based on population using a standardized formula.

Should the City Council decline approving participation in the amended agreement, the City will have to secure independent NPDES permit coverage and assume full compliance responsibilities.

FISCAL IMPACT

There is no immediate fiscal impact. Future costs will be allocated proportionally based on population as outlined in the Agreement's cost-sharing formula. The Stormwater Utility Assessment (SUA) budget will continue to offset program costs for participating agencies.

ATTACHMENTS

A. Resolution
B. CCCWP Agreement

RESOLUTION NO. 2026-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING AN AMENDED AND RESTATED CONTRA COSTA CLEAN WATER PROGRAM AGREEMENT EFFECTIVE JULY 1, 2026, THROUGH JUNE 30, 2041

WHEREAS, the Federal Water Pollution Control Act (Clean Water Act) requires that stormwater discharges in urbanized areas be regulated by a National Pollution Discharge Elimination System (NPDES) permit; and

WHEREAS, in California, the Federal NPDES stormwater permit program is administered and enforced by the State Water Resources Control Board through the nine (9) Regional Water Quality Control Boards (Water Boards); and

WHEREAS, the San Francisco Regional Water Quality Control Board (SFRWQCB) is charged with making critical water quality decisions, including setting standards, issuing waste discharge requirements and NPDES permits, determining compliance and enforcing requirements for nine counties including Contra Costa; and

WHEREAS, the Contra Costa Clean Water Program (CCCWP) is comprised of the cities of Antioch, Brentwood, Clayton, Concord, El Cerrito, Hercules, Lafayette, Martinez, Oakley, Orinda, Pinole, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, and Walnut Creek; the towns of Danville and Moraga; and the County of Contra Costa and Contra Costa County Flood Control and Water Conservation District ("Co-Permittees") are joint permittees under the Municipal Regional Permit; and

WHEREAS, the Municipal Regional Stormwater NPDES Permit, NPDES Permit No. CAS612008 issued by the San Francisco Bay Regional Water Quality Control Board ("Municipal Regional Permit"), requires the City of Pinole, as a Co-Permittee, to implement best management practices and other control measures in order to control the discharge of pollutants through its municipal stormwater system; and

WHEREAS, the Co-Permittees have historically been parties to a joint Program Agreement to establish the "Contra Costa Clean Water Program" for the purpose of administering joint obligations under the Municipal Regional Permit on behalf of the Co-Permittees; and

WHEREAS, the Co-Permittees desire to extend the joint Program Agreement by entering into an amended and restated agreement effective July 1, 2026, through June 30, 2041; and

WHEREAS, the City of Pinole desires to remain a party to the Contra Costa Clean Water Program by entering into the amended and restated joint Program Agreement.

NOW, THEREFORE BE IT RESOLVED THAT, the City Council of the City of Pinole hereby approves:

1- The Amended and Restated Contra Costa Clean Water Program Agreement (July 1, 2026 - June 30, 2041) attached hereto as Exhibit “A”.

2- Authorize the Interim City Manager to execute the Program Agreement on behalf of the City of Pinole.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of April 2026 by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 21st day of April 2026.

_____
Heather Bell
City Clerk

EXHIBIT A

AMENDED AND RESTATED
CONTRA COSTA CLEAN WATER
PROGRAM AGREEMENT
(July 1, 2026 – June 30, 2041)

Amended and Restated Contra Costa Clean Water

Program Agreement between

The Contra Costa County Flood Control

and Water Conservation District

and

Agencies Named Below

THIS AMENDED AND RESTATED AGREEMENT ("Agreement") is jointly entered into by the Contra Costa County Flood Control and Water Conservation District ("District"); the cities of Antioch, Brentwood, Clayton, Concord, El Cerrito, Hercules, Lafayette, Martinez, Oakley, Orinda, Pinole, Pittsburg, Pleasant Hill, Richmond, San Pablo, San Ramon, and Walnut Creek; the towns of Danville and Moraga; and, the County of Contra Costa (collectively, the "Parties" and individually each a "Party"; the Parties are sometimes referred to herein as "Co-Permittees" or individually as "Co-Permittee", and sometimes as "Agencies" or individually as "Agency"). This Agreement is entered into as of July 1, 2026 ("Effective Date").

RECITALS

A. The Parties are joint permittees under the Municipal Regional Stormwater National Pollutant Discharge Elimination System ("NPDES") Permit issued by the San Francisco Bay Regional Water Quality Control Board. NPDES Permit No. CAS612008 or an equivalent regional stormwater NPDES permit issued to the Parties is collectively referred to herein as the "Municipal Regional NPDES Permit." Under current law, each issuance of the Regional Municipal NPDES Permit is expected to expire five years from its effective date, but may be amended, revoked, or reissued before the expiration date, or administratively extended beyond the expiration date pending reissuance.

B. The cities, towns and County have previously entered into joint program agreements with the District. As set forth more particularly in Section B below, the Parties wish to extend the joint agreement until terminated by the written agreement of all Co-Permittees then Parties to this Agreement. The purpose of this Agreement is to amend and extend the prior agreement on the terms set forth herein.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

A. <u>Program Activities</u>.

In accordance with the management and organizational structure set forth herein, the Contra Costa Clean Water Program ("Program") shall administer the joint obligations under the Regional Municipal NPDES Permit on behalf of the Parties and implement the activities jointly carried out pursuant to this Agreement by the Parties including, but not limited to, the following

activities:

1. Provide the necessary administrative, technical, and clerical resources to implement all Program activities directed by the Management Committee in order to implement the Municipal Regional NPDES Permit. By way of example, this includes the development of an old industrial control measure plan pursuant to Provision C.11.c of the current Municipal Regional NPDES Permit. Administrative activities may include attending all Management Committee and sub-committee meetings, and preparing committee staff reports, minutes and/or summaries of committee actions.

2. Administer all consulting services contracts (technical, legal, public relations and associated services) including the coordination, invoicing, and monitoring of all such activities.

3. Represent the Program at federal, state, regional and local governmental, civic, professional, and political organizations and agencies.

4. Coordinate the yearly compilation of the Program's (Group Program) Annual Reports for submittal to the appropriate Regional Water Quality Control Boards, but not the individual agencies' annual reports under the Municipal Regional NPDES Permit. However, the Program will develop Municipal Regional NPDES Permit compliance plans for individual agencies.

5. Conduct monitoring activities, which may include the permitting, environmental review of, purchase, installation and testing of equipment at designated sites.

6. Ensure all regulatory fees and assessments collected by the Agencies and necessary to obtain and implement the Municipal Regional NPDES Permit are lawful, appropriate and, if so, paid.

7. Ensure adequate information is available to all Co-Permittees for implementation of a comprehensive stormwater management ordinance and its regulations in compliance with the Municipal Regional NPDES Permit.

8. Implement a comprehensive public information/participation program on behalf of all Co-Permittees. The Program will be responsible for developing independently or in cooperation with the Bay Area Municipal Stormwater Collaborative ("BAMSC") original public information materials; and, Co-Permittees shall be responsible for reproducing and distributing these materials.

9. As part of the Program's annual budgeting process, the Management Committee may fund the Program's participation in special studies determined by the Program, the Regional Water Quality Control Boards, BAMSC, California Stormwater Quality Association (CASQA), if any, or other appropriate entities. Such participation may include funding or in-kind

services, such as Program representation on BAMSC as determined by the Management Committee.

10. Ensure adequate information is available for Co-Permittees to implement a comprehensive program for field inspection and investigation activities for unauthorized connections and illegal dumping.

11. Ensure adequate information is available for Co-Permittees to implement source controls, site design measures, and stormwater treatment and runoff control measures on new development and redevelopment projects, and to ensure ongoing operation and maintenance of post-construction stormwater management facilities.

12. Ensure adequate information is available for Co-Permittees to mitigate impacts to stormwater quality resulting from construction activities specifically focusing on proper site management; erosion control; sediment control; run-on and runoff control; non-stormwater management control; and, proper operation and maintenance of such construction site control best management practices ("BMPs").

13. Expend funds collected by assessments for the District's Stormwater Utility Areas Nos. 1 through 18 ("SUA") and other sources in accordance with applicable law and regulations and the Program's annual budget, as adopted by the Management Committee.

B. <u>Termination</u>.

This Agreement will remain in effect until terminated by the written agreement of all Co-Permittees then parties to this Agreement. Should any individual Co-Permittee desire to withdraw from the Program and terminate its obligations under this Agreement at any time, the following conditions must be met:

1. The Co-Permittee shall provide written notice to the Program Manager (as defined below) and Management Committee chairperson and vice chairperson of its intention to withdraw from the Program by no later than 5:00 p.m., of the December 31 immediately preceding the commencement of the following fiscal year (July 1 - June 30) before which it is seeking to terminate its obligations under this Agreement. To ensure an orderly transition, the withdrawing Co-Permittee shall also obtain written confirmation from the Regional Water Quality Control Board Executive Officer that such Co-Permittee has obtained or will obtain coverage under an NPDES Permit for its municipal stormwater discharges. A copy of the Executive Officer's written confirmation shall be provided to the Management Committee chairperson and vice chairperson along with the notice of withdrawal.

2. The Co-Permittee shall be committed to fulfill all of its financial obligations outlined in this Agreement through the end of the fiscal year (June 30) in which it submits its notice of withdrawal. Termination shall be effective as of 11:59 p.m. on June 30 of that fiscal year.

3. The Co-Permittee shall also fulfill all of its individual obligations for projects, studies, and other programs and activities undertaken on behalf of the Program or BAMSC through the duration of any such projects, studies, programs, and activities. The terminating Co-Permittee's obligations under this Section B.3. shall survive termination as to that Co-Permittee until the terminating Co-Permittee's obligations under this Section are fully satisfied.

4. In the event that a Co-Permittee does not fully fund its obligations under this Agreement from its SUA assessments or appropriate sufficient funds for any fiscal year beyond the 2025-2026 fiscal year, this Agreement shall cover payment for the Co-Permittee's financial obligations only to the conclusion of the last fiscal year in which the Co-Permittee appropriates sufficient funds. Thereafter, such Co-Permittee's financial obligations shall be automatically suspended, and the Co-Permittee shall receive no benefit arising out of this Agreement, until the Co-Permittee appropriates sufficient funding to meet its financial obligations in such fiscal year(s).

C. <u>Management Committee</u>.

1. The Management Committee ("MC") is the Program's decision-making body. It shall be responsible for setting policies, providing directions, approving contracts and agreements, approving group submittals to the Regional Water Quality Control Boards, authorizing expenditures, and advising on staffing in accordance with Section J below. Within five years following the effective date, and every five years thereafter, the Management Committee shall perform an evaluation of the Program and deliver a report to the Co-Permittees that includes the Management Committee's findings.

2. Each Co-Permittee's manager (i.e., city or town manager or county administrator) shall designate in writing and submit to the Program Manager, and chairperson or vice chairperson of the Management Committee, the Management Committee representative and alternate(s) for their jurisdiction. The designated Management Committee representative and alternate(s) may be identified by job classifications or as named individuals. The Co-Permittee's manager shall designate at least one (1) Management Committee representative and no less than two (2) alternate Management Committee representatives. The Management Committee representative or, in the absence of the representative, one alternative Management Committee representative, shall vote on behalf of their Agency at all Management Committee meetings. Each Co-Permittee shall have only one vote on the Management Committee, even if both the designated representative and an alternate(s) attend the same meeting. The voting decisions of the Management Committee representatives shall be binding upon their Agency, provided they are consistent with the delegations of authority contained in this agreement.

3. A Management Committee representative shall be an individual responsible for supervising or administering the stormwater management program for their appointing Agency. An alternate should, but need not, meet the foregoing criteria.

4. A Management Committee representative's term shall continue for the entire term of the Agreement unless changed by the Co-Permittee's manager by providing written notification to the Program Manager.

5. Any decision made by the Management Committee shall be binding upon all Co-Permittees, provided it is consistent with the delegations of authority in this Agreement. Except to the extent expressly set forth in this Agreement, nothing in this Agreement delegates legislative authority of any Agency or the discretion vested in each Agency's governing body. If the Management Committee acts in a manner inconsistent with the authority delegated by this Agreement, any such action shall not be binding upon any Agency unless approved or ratified by that Agency's governing body. This Agreement does not create a joint exercise of powers agency separate from the agencies, and the Contra Costa Clean Water Program is not a legal person that can enter into contracts or sue and be sued.

6. The Management Committee chairperson and vice chairperson shall be selected by a majority vote of the Management Committee members at each May Management Committee meeting and shall hold those offices beginning July 1 and ending June 30 of the following fiscal year.

D. <u>Sub-committee Structures</u>.

The following Program sub-committees are hereby established:

1. Administrative Committee ("AC") is a sub-committee responsible for administration, strategic planning, personnel, budget recommendations and conflict resolution.

2. Monitoring Committee ("MonCom") is a sub-committee responsible for water quality monitoring activities and coordination of associated special studies/projects. MonCom is responsible for overseeing the preparation of guidance on TMDL pollutant control programs, stormwater quality management programs, and for reviewing, researching, and making recommendations to the Management Committee on matters related to pollutant control and load-reduction planning, tracking, and reporting.

3. Development Committee ("DC") is a sub-committee responsible for preparing guidance and training on construction site stormwater quality management programs, post-construction stormwater quality management programs, and for reviewing, researching, and making recommendations to the Management Committee on matters related to land development activities.

4. Public Information/Participation Committee ("PIP") is a sub-committee responsible for development of stormwater pollution prevention materials and products, information dissemination, training, marketing and public outreach for the Program and to assist each Co-Permittee.

5. Municipal Operations Committee ("MOC") is a sub-committee responsible for development of guidance and training on stormwater pollution prevention activities for municipal maintenance activities, commercial/industrial inspection programs, illicit discharge control activities, trash load reduction activities, and other municipal stormwater activities.

6. Select or Ad Hoc (Ad Hoc") Workgroups are established by the Management Committee as needed for a temporary period for the purposes of reviewing, researching and making recommendations to the Management Committee or a sub-committee on a permit compliance matter or a permit requirement covering multiple sub-committees (such as cost reporting, and asset management). Select or Ad Hoc Workgroups may act on behalf of the Management Committee or sub-committee if approved and directed by the Management Committee.

7. The Management Committee may amend the responsibilities of each sub-committee, dissolve a sub-committee, or add a new sub-committee.

8. Each Co-Permittee shall only be allowed one vote per sub-committee. Co-Permittees may participate in the discussions of any sub-committee. However, participants at sub-committee meetings, other than approved members, shall not be allowed to vote on any item under consideration.

9. The first order of business for each sub-committee at its June meeting is to choose a chairperson and vice chairperson, who will serve as chairperson and vice chairperson for the following fiscal year. The second order of business for each sub-committee at its June meeting is to establish the sub-committee's work plan for the following fiscal year dealing with its goals, objectives, timelines and related items, consistent with the requirements in the Municipal Regional NPDES Permit. Upon preparation of the sub-committee's work plan, it shall be provided to the Management Committee for review and approval.

E. <u>Committee Membership</u>.

1. For the purposes of this agreement, a "Small Municipality" is designated as having a population of less than 30,000, a "Medium Municipality" is designated as having a population of between 30,000 and 65,000; and a "Large Municipality" is designated as having a population of more than 65,000, based on population data from the State of California's Department of Finance. Contra Costa County is deemed a "Large Municipality". The population data published in January of each year will be used for determining each Co-Permittee's designation for the following fiscal year. Refer to **Exhibit "A"** for the Committee membership designation as of the effective date of this Agreement.

2. Each Co-Permittee designated as a "Small Municipality" shall have one voting representative on the Management Committee and a minimum of one voting representatives on one sub-committee.

3. Each Co-Permittee designated as a "Medium Municipality" shall have one voting representative on the Management Committee and a minimum of one voting representative on two sub-committees.

4. Each Co-Permittee designated as a "Large Municipality" shall have one voting representative on the Management Committee and a minimum of one voting representative on three sub-committees as follows (except as stipulated in Section E.10. below):

- Administrative Committee
- Monitoring Committee
- Development Committee
- Public Information/Participation Committee
- Municipal Operations Committee, or
- BAMSC sub-committee duly recognized by the Management Committee

5. The District shall be a permanent member of the Administrative Committee, and it shall participate as a voting member on at least one additional sub-committee.

6. The Management Committee chairperson for any fiscal year shall also serve as chairperson of the Administrative Committee for that same fiscal year.

7. By the end of May of each fiscal year, the incoming Management Committee chairperson who will take office July 1, shall consult with all Co-Permittees and recommend membership on all sub-committees effective July 1 of the next fiscal year. Recommendations shall be considered and acted upon by the Management Committee at its May meeting. Sub-committee members shall be encouraged to rotate every two years.

8. Participation in any Ad Hoc Workgroup duly created by the Management Committee shall be voluntary.

9. Each of the following sub-committees shall have the following minimum number of members:

- Administrative Committee 8
- Monitoring Committee 5
- Development Committee 5
- Public Information/Participation Committee 5

- Municipal Operations Committee 5

10. BAMSC Committee. Co-Permittees serving as voting members of any BAMSC sub-committee shall represent all Program Co-Permittees. Co-Permittees designated as voting members of a BAMSC subcommittee shall also participate on the Program's sub-committee that has similar or equivalent subject matter jurisdiction, as determined by the Management Committee to best serve the interests of the Program.

11. Administrative Committee. The Management Committee will select members for the Administrative Committee to enhance the Administrative Committee's manageability and overall effectiveness in attaining goals and objectives, taking into account factors that encourage awareness of matters affecting the Program. More specifically, the Administrative Committee shall consist of the following minimum membership and conditions, and shall generally follow the rotation guidelines contained in **Exhibit "B"**:

- Management Committee chairperson 1
- Flood Control District 1
- Large Municipality 2
- Medium Municipality 2
- Small Municipality 2

Total 8

a) The Management Committee chair may recommend additional members for the Administrative Committee pursuant to Section E.7. above.

b) In any fiscal year in which the Management Committee chairperson represents a municipality that is scheduled for membership on the Administrative Committee under the rotation guidelines in **Exhibit "B"**, then the Management Committee shall select another Co-Permittee for membership on the Administrative Committee from the municipality category from which the Management Committee chairperson represents. If the Management Committee chair represents the Flood Control District, then the Management Committee shall select another Co-Permittee from any of the three categories of municipalities.

c) For the duration of a Co-Permittee's term as the "Large Municipality" member serving on the Administrative Committee, that Co-Permittee shall also serve as the voting member of two additional sub-committees of their choice.

d) Administrative Committee voting membership can only be changed during the fiscal year by the Management Committee chairperson, provided the minimum membership per Section E.11. is maintained.

12. A quorum for each sub-committee shall consist of a majority of its voting members.

13. A sub-committee may adopt by-laws to govern its organizational structure and meetings, consistent with the terms of this Agreement.

F. Meeting Attendance

1. Program staff will take attendance at all meetings. Attendance at all Management Committee and sub-committee meetings shall be published in each meeting's minutes/summary and the Program's annual report provided to the Regional Water Quality Control Board.

2. Management Committee representatives and sub-committee members are expected to attend at least 80% of their regularly scheduled meetings. If a Management Committee representative or a sub-committee member misses two consecutive meetings, then Program staff shall contact the member of the committee to clarify the rules and understand the reason for the repeated absences. If absences continue, then the Management Committee may request that the Co-Permittee's manager appoint a new representative to the Management Committee or sub-committee, as the case may be.

G. Program Costs Participation and Allocation.

1. The program costs for Fiscal Year 2025-2026 are apportioned among the co-permittees as set forth in **Exhibit "C"**, attached hereto. In Fiscal Year 2025-2026, and in each fiscal year thereafter, all program costs for that fiscal year shall be apportioned among Co-Permittees proportionally based on each Co-Permittee's population as of January 1 immediately preceding the fiscal year, in relation to the total population of all Co-Permittees as of January 1 immediately preceding the fiscal year, calculated as follows:

[(Co-permittee's population as of January 1) / (All co-permittee's population as of January 1)] x 100 = Percentage of Program Costs Apportioned to Co-Permittee ("Cost Sharing Formula").

Population data will be based on data annually published by the State of California, Department of Finance, on January 1 immediately preceding the Fiscal Year for which the calculation is made. The population data published in January of the preceding year will be used to form the cost allocations of the following fiscal year.

2. The Management Committee shall annually prepare and approve a budget setting forth all anticipated Program costs and revenues for the following fiscal year.

3. Each Co-Permittee shall pay its share of the annual budget in accordance with the Cost Sharing Formula. If a Co-Permittee receives SUA assessments, then the District will apply lawfully collected SUAs to such Co-Permittee's share of the annual budget. District staff shall annually submit an invoice to each Co-Permittee for each fiscal year reflecting each Co-

Permittee's Program costs no later than February 28th of each year (for the first SUA disbursement statement); June 30th (for the second SUA disbursement statement); and October 31st (for the third SUA disbursement statement). Upon receiving an invoice from the Program, each Co-Permittee shall pay its invoice to the District within sixty (60) days of the invoice's date.

4. A Co-Permittee will be delinquent if its invoiced payment is not received by the District within sixty (60) days after the invoice's date. The District will follow the procedure listed below, or such other procedure that the Management Committee directs to effectuate payment: 1) verbally contact the Co-Permittee's manager; and 2) submit a formal letter from the Management Committee's chairperson to the Co-Permittee. If payment is not received within ninety (90) days of the invoice date, then the delinquent co-permittee may be subject to termination from this Agreement and withdrawal under Section B. Thereafter, the Cost Share Formula shall be revised to reflect the new Program membership and the Management Committee shall revise its budget and Program cost allocations in accordance with the Cost Sharing Formula to account for the delinquent Permittee's costs. A terminated Co-Permittee shall remain obligated to District for its delinquent payments and any other obligations incurred prior to the date of termination.

5. The Management Committee may suspend or modify the scope of work being performed by any contractor retained by the District whenever any Co-Permittee has not paid its invoice within ninety (90) days of the invoice date.

6. Any delinquent payments by a Co-Permittee shall accrue compound interest at the average rate of interest paid by the Local Agency Investment Fund during the time that the payment is delinquent.

H. <u>Optional Services</u>.

Additional services requested by a Co-Permittee to fulfill requirements of the Regional Municipal NPDES Permit may be provided by Program staff as long as the services minimally burden Program staffing and are approved by the Management Committee. Such requests shall be submitted in writing to the Management Committee and shall explain the services requested of Program staff or contractors. Such services shall be completely paid for by the requesting Co-Permittee at the fully burdened labor rate of the applicable Program staff, and the Program shall bear no financial responsibility for the requested services. Such services requested by a Co-Permittee may include consultant or contractor assistance involving a contract directly between the individual Co-Permittee and the District, at the District's discretion. The Program shall bear no financial responsibility for such contracts.

I. <u>Contracting</u>.

1. In accordance with the procedures set forth herein, and on behalf of the Program, the District shall enter into and administer all contracts for the Program and implementation of the Municipal Regional NPDES Permit. The District shall pay all contractors in a timely manner in accordance with the terms of the applicable contract.

2. Prior to the District entering into a contract or amending a contract on behalf of the Program, the Management Committee shall establish an independent selection committee as an Ad Hoc Workgroup pursuant to Section D.7. The independent selection committee may prepare an RFP, conduct interviews and take such other actions as requested by the Management Committee. The independent selection committee shall thereafter make a recommendation on a proposed contract and contractor to the Management Committee. Upon considering the independent selection committee's recommendation, the Management Committee shall thereafter make a recommendation to the District, which shall have final approval authority over the contract and contractor.

3. Contracts may be entered into with a maximum term of five years, provided each contract must include either a termination for convenience clause, or a clause allowing termination for non-appropriation of funds. Contracts entered into for a period of less than five years may be extended, based upon satisfactory performance, for a total contract term of five years.

4. For a contract scope of work designated as a "technical service" by the Management Committee, then the independent selection committee shall also consider responses from Co-Permittees who respond in writing and request to provide the requested technical service as part of an RFP process.

5. Notwithstanding anything to the contrary above, all contracting processes on behalf of the Program shall comply with the District's procurement process.

6. If a Co-Permittee other than Contra Costa County or the District intends to contract on behalf of the Program, then a separate agreement between the District and such Co-Permittee shall be executed setting forth the terms of the Co-Permittee's contracting role. The Management Committee shall review and approve such separate agreement.

J. <u>Staffing.</u>

1. The Program is not a legal entity capable of employing staff, suing or being sued, or entering into contracts, among other activities that only legal entities may perform. Program staff, including the Program Manager, are employees of Contra Costa County and/or the District, who are assigned to administer the Program. The Program Manager is the primary Contra Costa County employee assigned to manage the Program. In the event that Contra Costa County does not assign an employee to serve as the Program Manager and the Program Manager position is vacant, the Management Committee may recommend that the District contract with a qualified firm or public agency to perform the services of Program Manager until Contra Costa County appoints a Program Manager. The Management Committee may also request that the District contract for other Program services that are not performed by a Contra Costa County employee in accordance with Section I above.

2. To the extent requested by the District and/or Contra Costa County, the Management Committee shall annually advise the District and/or Contra Costa County regarding

staff evaluations, job classifications and salary ranges. With respect to any Program staff who qualify as independent contractors, the Management Committee shall annually advise the District regarding the consultant's satisfactory performance of their contractual obligations. The Administrative Committee shall advise the Management Committee on such evaluations.

3. The Management Committee shall negotiate an administrative overhead rate with any appropriate agency providing services to the Program.

4. Program staff shall provide a written record of all policies, rules and regulations duly adopted by the Management Committee.

5. Contra Costa County shall be responsible for all health and safety trainings and other certifications required by law for its employees; however, the Program may pay for Program staff training that relates to the Municipal Regional NPDES Permit.

K. <u>Indemnification</u>.

Each Party to this Agreement agrees to protect, indemnify and hold harmless the other parties and their officers, employees, contractors and volunteers from and against all claims, demands, liabilities, losses, expenses, and damages (collectively, "Liabilities") but only to the extent that the Liabilities arise out of or are connected with the negligence or willful misconduct of the indemnifying Party or any of its officers, employees, contractors, or volunteers while performing the indemnifying Party's obligations under this Agreement. This section shall survive and remain enforceable following the termination or expiration of this Agreement or following any Party's withdrawal from this Agreement.

[SIGNATURES ON FOLLOWING PAGE]

Dated: _____

CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT:

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____

CITY OF ANTIOCH

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____

CITY OF BRENTWOOD

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____

CITY OF CLAYTON

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____

CITY OF CONCORD

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **COUNTY OF CONTRA COSTA**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **TOWN OF DANVILLE**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF EL CERRITO**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF HERCULES**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF LAFAYETTE**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF MARTINEZ**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **TOWN OF MORAGA**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF OAKLEY**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF ORINDA**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF PINOLE**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF PITTSBURG**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF PLEASANT HILL**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF RICHMOND**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF SAN PABLO**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF SAN RAMON**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

Dated: _____ **CITY OF WALNUT CREEK**

By: _____

Its: _____

APPROVED AS TO FORM:

By: _____
Attorney

EXHIBIT "A"

CONTRA COSTA CLEAN WATER PROGRAM
COMMITTEE MEMBERSHIP DESIGNATION BEGINNING FY 2026-2027

Municipalities	Population (Based on 1/1/2024 Data)	Category [1]	Management Committee	Min. Number of Sub-Committee(s) [2]
Antioch	115,632	Large	x	3
Brentwood	64,811	Medium	x	2
Clayton	10,683	Small	x	1
Concord	121,513	Large	x	3
Contra Costa County [3]	174,289	Large	x	3
CCC Flood Control District [3]	0	Non-Population	x	1 [4]
Danville	42,567	Medium	x	2
El Cerrito	25,700	Small	x	1
Hercules	26,063	Small	x	1
Lafayette	24,808	Small	x	1
Martinez	36,439	Medium	x	2
Moraga	16,784	Small	x	1
Oakley	45,736	Medium	x	2
Orinda	19,191	Small	x	1
Pinole	18,192	Small	x	1
Pittsburg	75,085	Large	x	3
Pleasant Hill	33,352	Medium	x	2
Richmond	112,735	Large	x	3
San Pablo	31,088	Medium	x	2
San Ramon	82,525	Large	x	3
Walnut Creek	69,433	Large	x	3

[1] Membership designation categories are determined by population size. Small Municipality has population under 30,000; Medium Municipality has population between 30,000 and 65,000; and Large Municipality has population larger than 65,000.
[2] Participation in the required minimum number of sub-committee(s) per fiscal year, in addition to mandatory Management Committee participation.
[3] Contra Costa County and the Contra Costa County Flood Control and Water Conservation District are represented as one agency for this designation purpose.
[4] Contra Costa County Flood Control and Water Conservation District is a standing member of the Administrative Committee.

EXHIBIT "B"

CONTRA COSTA CLEAN WATER PROGRAM
ADMINISTRATIVE COMMITTEE
PARTICIPATION ROTATION GUIDELINE

Municipalities by Size Designation & Geographic	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33
Countywide (All)							
Flood Control District	x	x	x	x	x	x	x
Appointed Management Chair							
Agency:	x	x	x	x	x	x	x
Large-Size Communities (population >65,000)							
All: Contra Costa County	x			x			
Central: Concord				x			x
Central: Walnut Creek		x			x		
East: Antioch			x				x
East: Pittsburg			x			x	
Lamorinda: San Ramon	x				x		
West: Richmond		x				x	
Medium-Size Communities (population 30,000-65,000)							
Central: Martinez		x			x		
Central: Pleasant Hill	x			x			x
East: Oakley			x			x	
East: Brentwood		x			x		
Lamorinda: Danville	x			x			x
West: San Pablo			x			x	
Small-Size Communities (population <30,000)							
Central: Clayton		x			x		
Lamorinda: Lafayette	x				x		
Lamorinda: Orinda				x			x
Lamorinda: Moraga		x				x	
West: Hercules	x			x			
West: El Cerrito			x			x	
West: Pinole			x				x

EXHIBIT "C"

CONTRA COSTA CLEAN WATER PROGRAM
GROUP COSTS METHODOLOGY & ALLOCATION
FOR FISCAL YEAR 2025/26

City/County/State	January 1, 2023	January 1, 2024[1]	Percent Change	Prorated % of Program [2]	SUA Budget [3] Allocation
CONTRA COSTA COUNTY	**1,145,274**	**1,146,626**	0.12%		**$ 4,000,000**
ANTIOCH	115,282	115,632	0.3	10.08%	$ 403,382
BRENTWOOD	64,496	64,811	0.5	5.65%	$ 226,093
CLAYTON	10,687	10,683	0.0	0.93%	$ 37,268
CONCORD	121,663	121,513	-0.1	10.60%	$ 423,898
DANVILLE	42,736	42,567	-0.4	3.71%	$ 148,495
EL CERRITO	25,409	25,700	1.1	2.24%	$ 89,654
HERCULES	26,202	26,063	-0.5	2.27%	$ 90,921
LAFAYETTE	24,823	24,808	-0.1	2.16%	$ 86,543
MARTINEZ	36,425	36,439	0.0	3.18%	$ 127,117
MORAGA	16,858	16,784	-0.4	1.46%	$ 58,551
OAKLEY	44,929	45,736	1.8	3.99%	$ 159,550
ORINDA	19,231	19,191	-0.2	1.67%	$ 66,948
PINOLE	18,278	18,192	-0.5	1.59%	$ 63,463
PITTSBURG	74,736	75,085	0.5	6.55%	$ 261,934
PLEASANT HILL	33,447	33,352	-0.3	2.91%	$ 116,348
RICHMOND	113,122	112,735	-0.3	9.83%	$ 393,276
SAN PABLO	31,163	31,088	-0.2	2.71%	$ 108,450
SAN RAMON	82,754	82,525	-0.3	7.20%	$ 287,888
WALNUT CREEK	69,010	69,433	0.6	6.06%	$ 242,217
UNINCORP. COUNTY	174,023	174,289	0.2	15.20%	$ 608,006
				100.00%	$ 4,000,000

1. Population estimate based on State of California Department of Finance (E-1) City/County projections- January 1, 2025. Figures are updated in May of each year.
2. Percentages based on prorata of population.
3. SUA funds allocated for budget purposes, which by policy is set at $4M.

CITY COUNCIL REPORT

9.H.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Heba El-Guindy, Public Works Director, helguindy@pinole.gov

SUBJECT: ADOPT A RESOLUTION APPROVING THE PURCHASE OF A Z23SLT FORCE VEHICLE FOR $76,295.61, A 2025 FORD SUPER DUTY F-350 DRW TRUCK FOR $57,511.69, AND A 2026 FORD SUPER DUTY F-250 SRW TRUCK FOR $58,369.89

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution approving the purchase of a Z23SLT Force vehicle for $76,295.61, a 2025 Ford Super Duty F-350 DRW truck for $57,511.69, and a 2026 Ford Super Duty F-250 SRW truck for $58,369.89.

BACKGROUND

In 2025, the Public Works Department had to retain external contractors to perform some of the maintenance of the soccer field and open space areas. For work performed by the maintenance crew, often three to four team members have to join efforts to maintain fields due to the limited heavy-duty equipment. The recommended purchase of a multi-function turf/soil Z23SLT Force vehicle can be operated by one crew member thereby saving on staff time, as well as minimizing or eliminating the need for contractual services and associated costs. The Force vehicle is to be purchased from California Turf Equipment & Supply, Inc., for a total cost of $76,295.61 including tax and fees. The Force vehicle, for example, will be equipped with removable broadcast spreader, various type blades, an aerator system, and a dual slope laser transmitter. It should be noted that California Turf Equipment & Supply, Inc. is an exclusive supplier of the referenced Force vehicle.

The second recommended maintenance operations truck will also serve multiple functions. The referenced truck is a new 2025 Ford Super Duty F-350 DRW to be purchased from National Auto Fleet Group (a Sourcewell contractor) for a total cost of $57,511.69 including tax and fees. In addition to supplementing the maintenance operations fleet, this truck will be retrofitted to allow specialized services such as pavement markings including stenciling.

The recommended purchase of a wastewater maintenance truck is for a new 2026 Ford Super Duty F-250 SRW for a total amount of $58,369.89 including tax and fees. This new truck will be purchased from National Auto Fleet Group and will replace an existing 2002 Ford F-250 model.

REVIEW AND ANALYSIS

The two recommended maintenance operation trucks will assist in reducing the Department's

reliance on contractual services and associated costs. The referenced vehicles will also assist the Public Works team in performing specialized services such pavement markings, as well as reducing staff's time spent on maintenance operations including maintenance of sports fields and open space.

The recommended wastewater maintenance truck will replace a 24-year-old truck that has been costly to maintain. Once the new truck is received, the 2002 truck will be auctioned to replenish some of the costs.

FISCAL IMPACT

Purchase of the multi-function turf/soil Force vehicle ($76,295.61) and the multi-function maintenance operations truck ($57,511.69), will be funded by Equipment Reserve Fund (Fund 160) which currently has a sufficient balance to cover the purchase costs.

Purchase of the wastewater maintenance truck ($58,369.89) will be funded by Sewer Enterprise Fund (Fund 500). Once the new truck is received, the 2002 truck will be auctioned, and the revenue will be deposited in the Sewer Enterprise Fund.

ATTACHMENTS

A. Resolution

RESOLUTION NO. 2026-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING THE PURCHASE OF A Z23SLT FORCE VEHICLE FOR $76,295.61, A 2025 FORD SUPER DUTY F-350 DRW TRUCK FOR $57,511.69, AND A 2026 FORD SUPER DUTY F-250 SRW TRUCK FOR $58,369.89

WHEREAS, the Public Works Department aims to purchase a new multi-function Z23SLT Force vehicle from California Turf Equipment & Supply, Inc. for a total cost of $76,295.61 including tax and fees to assist with maintenance of sports fields and open space areas; and

WHEREAS, the California Turf Equipment & Supply, Inc. is an exclusive supplier of the Z23SLT Force vehicle; and

WHEREAS, the Public Works Department aims to purchase a new 2025 Ford Super Duty F-350 DRW truck from the National Auto Fleet Group (a Sourcewell contractor) for a total cost of $57,511.69 including tax and fees to assist with road and other maintenance activities; and

WHEREAS, the Public Works Department aims to purchase a new 2026 Ford Super Duty F-250 SRW truck from the National Auto Fleet Group (a Sourcewell contractor) for a total amount of $58,369.89 including tax and fees to replace an existing 2002 Ford F-250 model used for wastewater maintenance activities.

NOW, THEREFORE BE IT RESOLVED THAT, the City Council of the City of Pinole hereby approves:

1- Purchase of the Z23SLT Force vehicle from California Turf Equipment & Supply, Inc. for a total cost of $76,295.61 funded by Equipment Reserve Fund (Fund 160).
2- Purchase of the 2025 Ford Super Duty F-350 DRW truck from the National Auto Fleet Group for a total cost of $57,511.69 including tax and fees funded by Equipment Reserve Fund (Fund 160).
3- Purchase of the 2026 Ford Super Duty F-250 SRW truck from the National Auto Fleet Group for a total cost of $58,369.89 including tax and fees funded by Sewer Enterprise Fund (Fund 500).

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of April 2026 by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 21st day of April 2026.

_____
Heather Bell
City Clerk

CITY COUNCIL REPORT

9.I.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Garrett Evans, Interim City Manager, gevans@pinole.gov

SUBJECT: SB 1216 LETTER OF SUPPORT

RECOMMENDATION

Staff recommends that the City Council approve the Letter of Support for Senate Bill 1216 (Cabaldon) regarding the Housing Leadership Designation within Planning and Zoning law.

BACKGROUND

The existing Planning and Zoning law requires each city to adopt a comprehensive, long-term general plan for the physical development of the city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. Existing law requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance with those provisions. Existing law requires HCD to designate jurisdictions as pro-housing pursuant to emergency regulations adopted by HCD, as prescribed, and requires that jurisdictions that are pro-housing and that are in substantial compliance with specified provisions be awarded additional points or preference in the scoring of applications for specified state programs. Pinole has been designated as a pro-housing city by HCD.

REVIEW AND ANALYSIS

SB 1216 would require HCD to publish a list of housing leadership designated jurisdictions on its website. For Pinole to qualify for a housing leadership designation, SB 1216 would require that the City has submitted a complete annual progress report for the preceding 5 years and, as applicable, that it meet specified requirements relating to housing production, as those terms are defined. SB 1216 would authorize Pinole, with a housing leadership designation, to take prescribed actions, including to establish by ordinance an exemption or modification of specified provisions of the Planning and Zoning Law. The bill would also exempt Pinole with a housing leadership designation from requirements to include specified analyses in the housing element.Pinole has constructed 339 new housing units from 2021 – 2025. Out of the 339 new units, Pinole has constructed 262 affordable units during that same time period. With the completion of the Appian Village Project, Pinole will be over 51% towards its RHNA goals for the current Housing Element.

FISCAL IMPACT

There is no fiscal impact to the General Fund by approving the support letter.

ATTACHMENTS

A. 4-21-26 SB 1216 (Cabaldon) Support Letter

CITY OF PINOLE

2131 Pear Street
Pinole, California 94564

(510) 724-9000
cityhall@pinole.gov
www.pinole.gov

April 21, 2026

The Honorable Jesse Arreguín
Chair, Senate Housing Committee
1021 O Street, Suite 3330
Sacramento, CA 95814

RE: Support for SB 1216 (Cabaldon): Planning and Zoning Law, Housing Leadership Designation.

On behalf of the City of Pinole, I write to express our support for SB 1216 (Cabaldon), which establishes a Housing Leadership Designation Program to recognize and reward jurisdictions that demonstrate exceptional housing production outcomes with meaningful regulatory flexibility.

We support SB 1216 because it advances a practical, outcomes-based framework that aligns state objectives with local implementation. For too long, California's housing laws have treated all jurisdictions the same, rewarding compliance on paper while paying little attention to whether homes are actually getting built. SB 1216 changes that by distinguishing jurisdictions that are delivering real results and giving them the trust and discretion they have earned.

Pinole has been designated as a Pro-housing community. Currently, Pinole has constructed 339 new units since 2021, of which 262 units are affordable (77%). Pinole has a new development under construction which will boost its production to 51% of the units needed this Housing Element cycle.

SB 1216's performance-based approach is particularly meaningful to us because it provides an incentive structure that reinforces what effective jurisdictions are already working to accomplish: increasing housing supply while maintaining strong planning standards and community outcomes. By tying regulatory flexibility directly to demonstrated production, the bill creates a constructive pathway for local governments to reduce friction and direct resources toward housing delivery.

For these reasons, the City of Pinole is pleased to support SB 1216. Thank you for your leadership in advancing solutions that recognize performance, encourage housing production, and strengthen the partnership between the State and local jurisdictions.

Sincerely,

Mayor Anthony Tave

CITY COUNCIL REPORT

12.A.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Eric Casher, City Attorney, N/A, eric@redwoodpubliclaw.com

SUBJECT: OVERVIEW OF OPTIONS FOR ADOPTION OF WAGE THEFT ORDINANCE

RECOMMENDATION

Staff recommends the City Council receive a report and provide direction to staff on drafting a local wage theft ordinance for City Council consideration.

BACKGROUND

Council Member Sasai requested a future agenda item and presentation on wage theft ordinances. Wage theft is a term used to describe an employer's failure to pay wages owed to employees including nonpayment of minimum wage or overtime, requiring employees to perform work off-the-clock, illegal deductions and/or employee misclassifications. In an effort to address wage theft issues, several California cities have adopted local wage theft ordinances that promote compliance with labor laws and impose sanctions for wage theft violations.

The City of Pinole does not currently have a wage theft ordinance or regulations in the Pinole Municipal Code.

REVIEW AND ANALYSIS

California Labor Code Section 1205(b) allows local jurisdictions to enforce state labor standards and requirements regarding the payment of wages. Wage theft ordinances enforce labor standards through the City-issued permit and licensing process, and ties a company's ability to obtain a permit or license to wage law compliance.

Attached to the Staff Report are examples of wage theft ordinances from the cities of South San Francisco, Milpitas, Mountain View, San Francisco, San Jose, South San Francisco, and Berkeley. The following is an overview of the types of wage theft regulations imposed in the attached ordinances.

Enforcement through Business Licenses

One regulation imposed by some wage theft ordinances is a requirement that businesses applying for a city business license or license renewal submit an affidavit confirming labor law compliance. This affidavit certifies the business has not been found to be in violation of any wage and hour laws and/or that the business has fully satisfied or complied with any decisions against it for violation of wage and hours laws. For example, in the City of Milpitas, failing to comply with or satisfy any final court order or administrative action of an investigatory agency

as it pertains to wage and hour laws constitutes grounds for business license suspension or revocation.

Enforcement for Construction Projects
In other cities, wage theft ordinances do not pursue enforcement through the business license issuance or renewal process and instead aim for labor law compliance by contractors on certain construction projects.

The City of Berkeley's wage theft ordinance requires contractors of projects (newly constructed buildings of 30,000 square feet or more, not subject to prevailing wage and not under a valid Project Labor Agreement) to submit a "pay transparency acknowledgment" prior to the issuance of any building permit and again following project completion. The ordinance provides that the requirement for submission of the acknowledgment be included in the conditions of approval for any use permit or zoning certificate, and that failure to comply constitutes grounds for revocation of the use permit issued for the project.

Under the City of San Francisco's residential construction wage theft ordinance, a project owner must secure a bond for the benefit of the City, which must be in place from permit issuance and remain until the project is complete and any wage claims are resolved. The City may draw from the bond to remedy any labor-related violations or unpaid wages.

Finally, the City of San Jose's Responsible Construction ordinance requires labor law compliance for projects. To obtain a building permit, an applicant must first submit an acknowledgment that the owner, contractor, and subcontractors will comply with the Labor Code. With the request for a certificate of occupancy for a project, the owner must submit a "pay transparency certification" for certain contractors and subcontractors containing a statement that the owner, the contractor, and the subcontractors do not have any unpaid wage theft judgments entered against them. If an owner fails to submit the certification or the City receives a complaint of unpaid wage, the building official is prohibited from issuing a certificate of occupancy.

FISCAL IMPACT

If the City were to adopt a wage theft ordinance, there would be some administrative costs associated with enforcement and nominal costs associated with adopting the ordinance, though additional staffing or costs may be incurred depending on the structure of the program.

ATTACHMENTS

A. milpitas wage theft ordinance
B. berkeley wage theft ordinance
C. mountai view wage theft ordinance
D. san francisco example
E. san jose example
F. South SF wage theft ordinance

CERTIFICATION OF CITY CLERK

ORDINANCE NO. 295

I, Mary Lavelle, City Clerk of the City of Milpitas, do hereby certify that the attached Ordinance is a true and correct copy of Ordinance No. 295 of the City of Milpitas, that this Ordinance was duly enacted and adopted by the City Council of the City of Milpitas at a meeting of the City Council held on the 20th of March, 2018 and that the Ordinance was published in the local newspaper and posted in the manner required by law.

WITNESS my hand and the Official Seal of the City of Milpitas, California, this 27th day of March, 2018.

Mary Lavelle

Mary Lavelle
Milpitas City Clerk

REGULAR

NUMBER: **295**

TITLE: **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILPITAS AMENDING SECTIONS III-1-7.01, III-1-8.01, III-1-10.04 AND III-1-14.01 OF CHAPTER 1 OF TITLE III OF THE MILPITAS MUNICIPAL CODE RELATING TO DENIAL, SUSPENSION OR REVOCATION OF CITY BUSINESS LICENSES FOR WAGE THEFT AND OTHER VIOLATIONS OF LAW AND UPDATING ADMINISTRATIVE APPEAL AND HEARING PROCEDURES FOR BUSINESS LICENSES**

HISTORY: This Ordinance was introduced (first reading) by the City Council at its meeting of March 6, 2018, upon motion by Vice Mayor Grilli, and was adopted (second reading) by the City Council at its meeting of March 20, 2018 upon motion by Vice Mayor Grilli. The Ordinance was duly passed and ordered published in accordance with law by the following vote:

AYES:	(5) Mayor Tran, Vice Mayor Grilli, Councilmembers Barbadillo, Nuñez and Phan
NOES:	(0) None
ABSENT:	(0) None
ABSTAIN:	(0) None

ATTEST:

Mary Lavelle, City Clerk

APPROVED:

Rich Tran, Mayor

APPROVED AS TO FORM:

Christopher J. Diaz, City Attorney

RECITALS AND FINDINGS:

WHEREAS, wage theft occurs when employees are not paid the wages they are owed by their employers; and

WHEREAS, wage theft can be the failure to pay overtime, minimum wage violations, employee misclassification, illegal deductions in pay, working off the clock, or not being paid at all; and

WHEREAS, local and national studies on wage theft report that wage theft is a pervasive and chronic problem and workers often struggle to collect on the wage theft judgments they are awarded; and

WHEREAS, the City of Milpitas has a commitment and responsibility to ensuring that the employers pay workers the wages to which they are legally entitled; and

WHEREAS, the Milpitas Municipal Code currently authorizes suspension or revocation of a City business license for violations of State and local law; and

WHEREAS, established wage theft by an employer is a violation of State and local law; and

WHEREAS, pursuant to the authority set forth in California Labor Code Section 1205(b), this Ordinance is intended to provide that the City may deny, suspend or revoke City business licenses for established and unsatisfied wage theft violations, as well as for other violations of State and local law; and

WHEREAS, this Ordinance is also intended to update the administrative procedures for reviewing and appealing a denial, suspension and revocation of a local business license.

NOW, THEREFORE, the City Council of the City of Milpitas does ordain as follows:

SECTION 1. RECORD AND BASIS FOR ACTION

The City Council has duly considered the full record before it, which may include but is not limited to such things as the City staff report, testimony by staff and the public, and other materials and evidence submitted or provided to the City Council. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.

SECTION 2. AMENDMENT OF MILPITAS MUNICIPAL CODE

The City hereby amends Section III-1-7.01 of Section 7 of Chapter 1 of Title III of the Municipal Code, to read as follows:

CHAPTER 1 – BUSINESS LICENSES

Section 7 – Application – Issuance or Denial

III-1-7.01 - Contents of License

(a) Every person required to have a license under the provisions of this Chapter shall make application for the same to the license tax collector of the City of Milpitas and the City shall evaluate the application for compliance with this Chapter.

(b) Subject to review and appeal pursuant to Sections III-1-10.04 and III-1-14.01 of this Chapter, the license tax collector may deny issuance of a business license under this Chapter upon any of the grounds established for business license suspension or revocation as set forth in Section III-1-10.04.

(c) If there are no grounds for denial as set forth herein, upon the payment of the prescribed tax and fees, and upon compliance with all provisions of this Chapter, the license tax collector shall issue to such person a license which shall contain (1) the name of the person to whom the license is issued, (2) the business licensed, (3) the place where such business is to be transacted and carried on, (4) the date of the expiration of such license, and (5) such other reasonable conditions and information as may be necessary for the enforcement of the provisions of this Chapter.

SECTION 3. AMENDMENT OF MILPITAS MUNICIPAL CODE

The City hereby amends Section III-1-8.01 of Section 8 of Chapter 1 of Title III of the Municipal Code, to read as follows:

CHAPTER 1 – BUSINESS LICENSES

Section 8 – Affidavit Requirement

III-1-8.01 – Information Required

In all cases, the applicant for a license shall submit to the license tax collector a written statement, upon a form to be provided by the license tax collector, signed under penalty of perjury, or sworn to before a person authorized to administer oaths, setting forth such information concerning the applicant and the applicant's business as may be required by the said license tax collector, including, but not limited to:

(a) Whether there is a final court order or administrative action of an investigatory agency (as specified in Section III-1-10.04(d)) which has been rendered against the applicant and which remains unsatisfied; and

(b) Such information as will enable him or her to ascertain compliance with this Chapter and to secure the amount of the license tax to be paid by said applicant pursuant to this Chapter.

SECTION 4. AMENDMENT OF MILPITAS MUNICIPAL CODE

The City hereby amends Section III-1-10.04 of Section 10 of Chapter 1 of Title III of the Municipal Code, to read as follows:

CHAPTER 1 – BUSINESS LICENSES

Section 10– Additional Power of License Tax Collector

III-1-10.04 –Suspension or Revocation by License Tax Collector

Except where prohibited by State or Federal law, the license tax collector may suspend or revoke a business license for any of the following reasons:

(a) That it was fraudulently or wrongfully issued or obtained, or

(b) That the information provided in the business license application was misleading or false in any material respect, or

(c) That the license holder is conducting a business upon premises located, maintained, used or operated in violation of any statute of the State of California or any ordinance of the City of Milpitas, or ordinance of any political subdivision of the State of California with jurisdiction over said premises or rule or regulation promulgated thereunder, or is conducting a business in violation of this or any other ordinance of the City of Milpitas or rule or regulation promulgated thereunder, or

(d) That the license holder has failed to comply with or to satisfy any final court order or administrative action of an investigatory agency finding a violation of applicable federal, state and local wage and hour laws, including but not limited to, the Federal Fair Labor Standards Act, the California Labor Code, and any local minimum wage ordinance or living and prevailing wage requirements. For purposes of this paragraph, a final court order or administrative action is one as to which there is either no pending appeal or the time for filing an appeal has passed and no appeal was filed.

(e) Prior to revoking or suspending a business license, the license tax collector shall give the license holder fifteen (15) calendar days written notice of intent to suspend or revoke such business license, including the basis for the suspension or revocation. Within said fifteen (15) calendar day period, the license holder may file a written request with the license tax collector requesting an opportunity to be heard as to why the business license should not be suspended or revoked. If no request is filed within said fifteen (15) calendar day period, the license tax collector's decision to suspend or revoke shall become final. If a request is timely filed, the license tax collector shall schedule a hearing at which the license holder may present evidence and at which the license tax collector shall consider whether or not the business license should be suspended or revoked. The hearing need not be public and may be continued for good cause. The license tax collector shall issue a written decision to the license holder not later than thirty (30) calendar days following close of the hearing. The license tax collector's decision may be appealed pursuant to Section III-1.14.01. If no appeal is timely filed, or, if after all appeals have been exhausted, the City finds good and sufficient cause for suspension or revocation, the business license shall be suspended or revoked as ordered. No refund of any business license taxes or fees shall be made following suspension or revocation.

SECTION 4. AMENDMENT OF MILPITAS MUNICIPAL CODE

The City hereby amends Section III-1-14.01 of Section 14 of Chapter 1 of Title III of the Municipal Code, to read as follows:

CHAPTER 1 – BUSINESS LICENSES

Section 14 – Appeals

III-1-14.01 – Right of appeal

Any person aggrieved by the decision of the license tax collector with respect to the issuance, denial, suspension or revocation of a license or the assessment of tax may appeal the decision to the City Manager, or his or her designee, by filing written notice of appeal with the City Clerk within twelve (12) calendar days of the date of the license tax collector's decision and by

paying the required appeal fee pursuant to Sections I-20-5.03 and I-20-5.05. This time limit will be strictly enforced. The notice of appeal shall contain the information specified in Section I-20-5.04

Within sixty (60) calendar days after an effective notice of appeal has been filed, the City Clerk shall cause a hearing to be set before the City Manager, or his or her designee. Notice shall be given to the appellant and the hearing shall be conducted in accordance with the procedures set forth in Title I, Chapter 20, Sections 2 and 3 of the Standard Procedures Chapter of the Milpitas Municipal Code, with the City Manager, or his or her designee, serving as the "hearing officer". The hearing need not be public. The Decision of the City Manager shall be final.

SECTION 5. SEVERABILITY

The provisions of this Ordinance are separable, and the invalidity of any phrase, clause, provision or part shall not affect the validity of the remainder.

SECTION 6. EFFECTIVE DATE AND POSTING

In accordance with Section 36937 of the Government Code of the State of California, this Ordinance shall take effect thirty (30) days from and after the date of its passage. The City Clerk of the City of Milpitas shall cause this Ordinance or a summary thereof to be published in accordance with Section 36933 of the Government Code of the State of California.

Chapter 13.104
WAGE THEFT PREVENTION

Sections:

13.104.010 Findings.
13.104.020 Definitions.
13.104.030 Pay Transparency Acknowledgment.
13.104.040 Pay Transparency Attestations Following Project Completion.
13.104.050 Posting of Ordinance.
13.104.060 Conditions of Approval.
13.104.070 Private Right of Action.
13.104.080 City Manager Regulations.
13.104.090 Severability.

13.104.010 Findings.

A. The City of Berkeley is committed to protecting the public health, safety and welfare. The construction industry involves unique labor standards compliance challenges. Construction workers who do not receive all of their wages and mandatory benefits are likely to discover that despite the best efforts of State enforcement officials, many employees continue to be victims of wage theft because they are unaware of their rights or the State lacks adequate resources to advocate on their behalf. General contractors and Developer/Owners who receive City-issued permits and licenses and who benefit from the construction workers' labor may disclaim responsibility for making underpaid workers whole.

B. Testimony presented to the State of California's "Little Hoover" Commission stated that existing studies suggest that "the underground economy" is at least a $10 billion problem in California. Statewide, the construction industry is the industry with the second highest level of labor standards violations (as measured by State Labor Commissioner penalty assessments), surpassed only by the restaurant industry. Deputy Labor Commissioners conducted 985 inspections in the private construction industry in 2012-13, yielding 595 citations that assessed $5.3 million in penalties. Enforcement actions, however, are dwarfed by the number of contractors and projects in California, including projects in Berkeley. Over 300,000 state-licensed contractors performed about $48 billion worth of private construction work in the State in 2014. The mismatch between the resources of the State and the scope of the issue of fundamental wage projections through disclosure and transparency requires the involvement of local government police powers.

C. Assembly Bill 469, also known as the Wage Theft Protection Act of 2011, went into effect on January 1, 2012, adding section 2810.5 to the Labor Code. The act requires that all employers provide each employee with a written notice containing specified information at the time of hire.

D. This Chapter will ensure compliance with the Wage Theft Protection Act of 2011 by requiring confirmation by owners, contractors and subcontractors of the rate of pay and other legally required information pursuant to Labor Code section 2810.5. (Ord. 7668-NS § 1 (part), 2020)

13.104.020 Definitions.

Whenever used in this chapter, the following terms shall have the meanings set forth below.

A. "City" means the City of Berkeley.

B. "Community Workforce Agreement" (CWA), Resolution No. 68,299-N.S., means an agreement in effect between a contractor and the City of Berkeley wherein capital improvement projects will be performed solely by union labor.

C. "Contractor" means the prime contractor for the Project.

D. "Labor Commissioner" means the Office of the Labor Commissioner within the State of California's Department of Industrial Regulations.

E. "Permittee" means any property owner, property owner's authorized agent, or licensed contractor who obtains a building permit for a Project.

F. "Project" means a newly constructed building of greater than 30,000 square feet that is not subject to local, state or federal prevailing wage requirements or does not have a valid Project Labor or Community Workforce Agreement.

G. "Project Labor Agreement" (PLA) means an agreement in effect between a contractor and the building and construction trades wherein construction work performed on a specific project will be performed solely by union labor.

H. "Qualifying Subcontractor" means a subcontractor of any tier whose portion of the work exceeds $100,000 or one percent (1%) of the value of the construction cost of the Project.

I. "Responsible Representative" means an officer (if a corporation), general partner (if a partnership or a limited partnership), managing member (if a limited liability company), or a Qualifying Person associated with a Contractor or Qualifying Subcontractor. "Qualifying Person" is defined in Section 7068 of the California Business and Professions Code. (Ord. 7668-NS § 1 (part), 2020)

13.104.030 Pay Transparency Acknowledgment.

Prior to the issuance of a building permit for any Project subject to this Chapter:

A. A Responsible Representative of the Permittee shall certify under penalty of perjury that: (1) the Permittee has reviewed Chapter 13.104 of the Berkeley Municipal Code; and (2) the Permittee will be responsible for demonstrating compliance with this Chapter.

B. The Permittee shall provide to the City a Contractor Pay Transparency Acknowledgment on a form approved by the City for this purpose. A Responsible Representative of the Permittee shall certify under penalty of perjury that the Contractor and all Qualifying Subcontractors performing work on the Project will comply with Chapter 13.104 of the Berkeley Municipal Code and with Labor Code sections 226(a) and 2810.5 for each employee who works on the Project. (Ord. 7668-NS § 1 (part), 2020)

13.104.040 Pay Transparency Attestations Following Project Completion.

Within 10 days of the approved final inspection of any Project subject to this Chapter, each Permittee shall provide to the City for each Contractor and Qualifying Subcontractor a Pay Transparency Attestation on a form approved by the City. On each Pay Transparency Attestation, a Responsible Representative of the Contractor or Qualifying Subcontractor shall attest under penalty of perjury that the Contractor or Qualifying Subcontractor complied with Chapter 13.104 of the Berkeley Municipal Code and Labor Code sections 226(a) and 2810.5 for each employee who performed work on the Project. The City will maintain Pay Transparency Attestation forms for period of at least three years after their date of receipt by the City. (Ord. 7668-NS § 1 (part), 2020)

13.104.050 Posting of Ordinance.

Each day work is performed on the Project, each Permittee shall post, and keep posted in a conspicuous location where it may be easily read by employees during the hours of the workday, a notice that: (A) contains the text of Chapter 13.104 of the Berkeley Municipal Code; (B) explains that workers can report violations of Labor Code sections 226 and 2810.5 to the Labor Commissioner of the State of California; and (C) provides current contact information, including office address, telephone number, and email address of the Labor Commissioner of the State of California. (Ord. 7668-NS § 1 (part), 2020)

13.104.060 Conditions of Approval.

The requirements of Sections 13.104.030 through 13.104.050 shall be included as conditions of approval of any Use Permit or Zoning Certificate for any Project that is subject to this Chapter. Failure to comply with the requirements of any provision of this Chapter shall be grounds for issuance of an administrative citation under Chapter 1.28 and/or the revocation or modification of any Use Permit issued for the Project under Chapter 23B.60. (Ord. 7668-NS § 1 (part), 2020)

13.104.070 Private Right of Action.

A. Any person who suffers damages as a result of a violation of this Chapter shall have the right to file an action for injunctive relief and/or damages. Treble damages may be awarded for willful failure to comply with the requirements of this Chapter. In any action brought under this chapter, the court may award reasonable attorneys' fees to any prevailing party.

B. Nothing in this chapter shall be interpreted to authorize a right of action against the City. (Ord. 7668-NS § 1 (part), 2020)

13.104.080 City Manager Regulations.

The City Manager may promulgate regulations for the administration and enforcement of this Chapter. (Ord. 7668-NS § 1 (part), 2020)

13.104.090 Severability.

If any word, phrase, sentence, part, section, subsection, or other portion of this chapter, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the proscribed application thereof, shall be severable, and the remaining provisions of this chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect. The City Council hereby declares that it would have passed this title, and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases had been declared invalid or unconstitutional. (Ord. 7668-NS § 1 (part), 2020)

The Berkeley Municipal Code is current through Ordinance 7995-NS, passed December 2, 2025.

Disclaimer: The City Clerk's Office has the official version of the Berkeley Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: www.berkeleyca.gov

Hosted by General Code.

ARTICLE IV. - WAGE THEFT

Footnotes:
*--- (**3**) ---*
***Editor's note—** The provisions codified within this article are effective as of January 1, 2023.*

SEC. 42.50. - Title.

This Article shall be known as the "Wage Theft Ordinance."

(Ord. No. 13.22, § 1, 9/13/22.)

SEC. 42.51. - Affidavit requirement.

a. Every business operator required to obtain a business license under Chapter 18 of the city code shall be required to submit the sworn affidavit described below in Sec. 42.52 at the same time the application for a business license or business license renewal is submitted to the tax administrator. For purposes of this Article, the term "business operator" shall have the same meaning ascribed to that term in Chapter 18, Sec. 18.2.
b. **Exemption.** Business operators with no employees shall be exempt from compliance with this Section.

(Ord. No. 13.22, § 1, 9/13/22.)

SEC. 42.52. - Information required.

The city's tax administrator shall prepare an affidavit in which the business operator affirms under the penalty of perjury that:

a. The business operator has not been found to be in violation of any federal, state or local wage and hour laws, including, but not limited to, the Federal Fair Labor Standards Act, the California Labor Code and any local minimum wage, living wage or prevailing wage requirements by a court of law or any federal, state or local hearing officer or other adjudicatory body; or
b. The business operator is in compliance with or has fully satisfied any final judgment, order or administrative decision issued against the business operator for violation of applicable federal, state and local wage and hour laws, including, but not limited to, the Federal Fair Labor Standards Act, the California Labor Code, and any local minimum wage, living wage or prevailing wage requirements.
c.

For purposes of this Section, a final judgment, order or administrative decision shall mean any judgment, order or decision that is no longer subject to challenge by appeal or petition for review, whether due to the lapse of time to seek appellate review or the exhaustion of all rights to appellate review.

(Ord. No. 13.22, § 1, 9/13/22.)

SEC. 42.53. - Violations.

It shall be a violation of this Article to:

a. Fail to submit an affidavit as required by Sec. 42.51; or
b. Submit an affidavit as required by Sec. 42.51 that is known, or reasonably should be known, to be false.

(Ord. No. 13.22, § 1, 9/13/22.)

SEC. 42.54. - Penalties.

In addition to any other remedies provided by law, violation of this Chapter is an infraction punishable as set forth in Chapter 1, Sec. 1.7, of this Code and may be subject to administrative citations, fines and penalties as set forth in Chapter 1, Sec. 1.18, et seq.

(Ord. No. 13.22, § 1, 9/13/22.)

ARTICLE 81: RESIDENTIAL CONSTRUCTION WAGE THEFT PREVENTION ORDINANCE*

Sec. 81.1. Title.

Sec. 81.2. Findings.

Sec. 81.3. Definitions.

Sec. 81.4. Reporting Requirements.

Sec. 81.5. Bond.

Sec. 81.6. Record-Keeping Requirements.

Sec. 81.7. Exercise of Rights Protected; Retaliation Prohibited.

Sec. 81.8. Implementation and Enforcement.

Sec. 81.9. Appeal Procedure.

Sec. 81.10. Waiver Through Collective Bargaining.

***Editor's Note:**

Former Police Code Article 33O ("Residential Construction Wage Theft Prevention Ordinance") was redesignated as Labor and Employment Code Article 81 by Ord. 221-23, File No. 230835, approved November 3, 2023, effective December 4, 2023, and operative January 4, 2024.

SEC. 81.1. TITLE.

This Article 81 shall be known as the Residential Construction Wage Theft Prevention Ordinance.

(Added as Police Code Sec. 3300O.1 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.2. FINDINGS.

(a) Existing tools for enforcement of labor standards in the construction industry do not meet the scale of the challenges in that industry. Over 300,000 state-licensed contractors performed more than $65 billion worth of permitted construction work in California in 2019. During fiscal year 2018-2019, the California Labor Commissioner conducted only 232 inspections in the construction industry, which yielded 336 citations for violations. The Labor Commissioner assessed $14.8 million in back-wages for these violations —the highest amount of any industry—and $3.3 million in penalties, but less than 2% of the back wages were collected, along with approximately 16% of the penalties. Resources for investigations and enforcement of the violations that are uncovered are inadequate.

(b) The City has an interest in preventing and remedying wage theft and other labor standards violations in the construction industry. Violations of labor standards harm workers and their families, undermine the City's economic growth, provide employers with an unfair competitive advantage against law-abiding employers, and may create an atmosphere that leads to violations of construction safety and quality standards.

(c) California Labor Code Section 2810.5, added by the Wage Theft Protection Act of 2011, requires that all employers at the time of hire provide each employee with a written notice containing the employee's pay rate and basis thereof (whether by hour, salaried, etc.), regular payday, sick leave benefits, and other specified

information. California Labor Code Section 226 requires employers to provide employees with a detailed statement of the employee's wages, hours worked, all deductions, net wages, and other specified information with the employee's pay. City labor protections, including the Minimum Wage Ordinance, Labor and Employment Code Section 1.5(c); Paid Sick Leave Ordinance, Labor and Employment Code Section 11.6; and Health Care Security Ordinance, Labor and Employment Code Section 21.3(f), require employers in the City to maintain and provide the Office of Labor Standards Enforcement access to accurate payroll records and other documentation of compliance. Together, these requirements may help employees identify apparent errors in their pay and benefits so they can be addressed, and they help regulators audit compliance with City and State labor protections.

(d) This Article 81, in conjunction with amendments to the Building Code requiring Owners of certain residential construction projects to secure a surety bond for labor compliance as a condition of receiving a permit, will enhance compliance with these requirements in the City. This Article 81 will require Owners to maintain the labor compliance bond required under Building Code Section 106A.1.18 and to acknowledge that they may be held responsible, through forfeiture of the bond, for labor violations committed on the project. Further, it will require Covered Contractors to acknowledge their responsibility to comply with all applicable City and State labor standards including notice and recordkeeping requirements and to provide the City with access to their records upon request. Owners will further be required to provide the City with specified information about Covered Contractors, which the City will use to determine if Covered Contractors have any ongoing investigations or unresolved labor violations at the local level or unresolved labor violations at the State level for work on the project. That information will be used to determine if the labor compliance bond required may be released, reduced, or used to remedy a labor violation.

(e) The Legislature also has enacted licensing and certification requirements for electrical and fire sprinkler system installations in California Labor Code Section 108.1 and California Health and Safety Code Section 13110, respectively. This Article 81 will enhance compliance with these requirements in the City by requiring Covered Contractors to provide documentation of the certification and registration of electricians and sprinkler fitters.

(Added as Police Code Sec. 3300O.2 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.3. DEFINITIONS.

For purposes of this Article 81, the following definitions apply.

"Agency" means the Office of Labor Standards Enforcement.

"Apprentice" means an individual enrolled in an apprenticeship program registered with the California Department of Industrial Relations Division of Apprenticeship Standards.

"Bond" means the surety bond required as a condition for a permit for a Project under Building Code Section 106A.1.18, as may be amended from time to time.

"City" means the City and County of San Francisco.

"Covered Contractor" means a contractor or subcontractor of any tier performing work on a Project the cost of which work exceeds or is expected to exceed $100,000 or one half of 1% of the permit value of the Project.

"DLSE" means the Division of Labor Standards Enforcement of the California Department of Industrial Relations.

"Employee" means any person providing labor or services for remuneration for a Covered Contractor on a Project within the geographic boundaries of the City, who is an employee under California Labor Code Section 2775, as may be amended from time to time, including a part-time or temporary employee.

"First Construction Document" means the first building permit issued for a Project or, in the case of a site permit, the first building permit addendum issued or other document that authorizes construction of the Project. "Construction Document" shall not include permits or addenda for demolition, grading, shoring, or site preparation work.

"Owner" means the person or persons, firm, corporation, partnership, or other legal entity that owns, individually or jointly with another Owner, a Project.

"Project" means a development in Residential Group R, as defined in Building Code Section 310.1, requiring a Bond under Building Code Section 106A.1.18 that submits an application for a building permit or a complete Preliminary Permit Application pursuant to California Government Code Section 65941.1 on or after the effective date of this Article 81, to construct, enlarge, alter, repair, improve, or convert a building or a portion thereof that results in the creation or addition of 10 or more residential or sleeping units within the geographic boundaries of the City. Notwithstanding the foregoing definition, "Project" does not include a residential development that is subject to local, state, or federal prevailing wage requirements or a valid Project Labor Agreement or Community Workforce Agreement.

(Added as Police Code Sec. 3300O.3 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; amended by Ord. 58-23, File No. 230134, App. 4/21/2023, Eff. 5/22/2023; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.4. REPORTING REQUIREMENTS.

(a) **Acknowledgment of responsibilities.**

(1) An Owner of a Project must sign an acknowledgment of the Owner's responsibility for ensuring that each Covered Contractor working on the Project complies with State and local labor protections and that the Owner may be held liable through forfeiture of its Bond under Section 81.5 for labor violations committed on the Project. Such acknowledgments must be provided to the Agency with the initial report under subsection (d)(1).

(2) An Owner of a Project must require each Covered Contractor to sign an acknowledgement of their responsibility to comply with all applicable State and local labor protections including but not limited to employee notice and payroll recordkeeping requirements under California Labor Code Sections 226 and 2810.5 and Labor and Employment Code Sections 1.5(c), 11.6, and 21.3(f), and to provide the Agency with access to such records under Labor and Employment Code Articles 1, 11, 21, and other applicable laws if requested. Such acknowledgments must be obtained by the date on which the Covered Contractor starts work on the Project; provided, however, that if the contractor or subcontractor's work on the project is initially not expected to exceed $100,000 or one-half of 1% of the value of the Project, such acknowledgment must be obtained within 30 days of the date on which the contractor or subcontractor becomes a Covered Contractor.

(b) **Certification of fulfillment of recordkeeping responsibilities.** Prior to the submission of the final report required under subsection (d)(2) of this Section 81.4, an Owner of a Project must require each Covered Contractor to certify that it has complied with all applicable State and local employee notice and payroll recordkeeping requirements for all Employees performing work on the Project, including but not limited to California Labor Code Sections 226 and 2810.5 and Labor and Employment Code Sections 1.5(c), 11.6, and 21.3(f), and will provide the Agency with access to records under Labor and Employment Code Articles 1, 11, and 21, and other applicable laws, if requested. If any Covered Contractor does not complete a certification, the Owner must so report under subsection (d)(2).

(c) **Documentation of electrical worker and sprinkler fitter qualifications.**

(1) Every Covered Contractor performing work on a Project for which certification is required under California Labor Code Section 108 or 108.2 or registration is required under California Labor Code Section 108.4 shall provide the Owner proof of certification or registration, as applicable, for each certified electrician, registered Apprentice, and registered electrician trainee performing work on the Project.

(2) Every Covered Contractor performing work on a Project for which certification or registration is required under Title 19 of the California Code of Regulations Sections 925 or 937-939 shall provide the Owner proof of certification or registration, as applicable, for each certified fire sprinkler fitter, Apprentice, or trainee performing work on the Project.

(d) **Owner reporting requirements.**

(1) **Initial report.** Within 45 days of the issuance of a permit for a Project requiring a Bond, an Owner must file with the Agency a report that includes each Covered Contractor expected to perform work on the Project, with the Covered Contractor's complete name, contact information for the owner, and State License Board license number; the acknowledgments obtained under subsection (a); and the information obtained under subsection (c).

(2) **Final report.** Prior to requesting the release or reduction of a Bond under Section 81.5(b), the Owner must provide a second report to the Agency that includes each Covered Contractor that performed work on the Project, with the Covered Contractor's complete name, contact information for the owner, and State License Board license; an estimate of the value of the work each Covered Contractor performed and its percentage of the total Project construction cost; any acknowledgments obtained under subsection (a) that were not included in the initial report; the certifications obtained under subsection (b); the name of any Covered Contractor that did not complete the certification required under subsection (b); and the information obtained under subsection (c).

(Added as Police Code Sec. 3300O.4 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.5. BOND.

(a) **Filing and maintenance of Bond.** Prior to obtaining a First Construction Document, an Owner or Owners of a Project shall file with the Controller a Bond naming the City as exclusive beneficiary, or other acceptable security as determined by the Controller. The Bond shall contain conditions that require the Owner holding the Bond to comply fully with all provisions of this Article 81 and to acknowledge that the Bond or portions thereof may become payable to the City, to be used to satisfy a determination of violation of a City labor protection for work on the Project, under the conditions set forth in Labor and Employment Code Section 81.5(d). Subject to subsection (d), the Bond shall be filed and maintained in not less than the following amounts:

Estimated Project Cost	*Bond Amount*
Less than $5,000,000	$500,000
$5,000,000 to $7,500,000	$750,000
$7,500,000.01 to $10,000,000	$1,000,000
More than $10,000,000	$1,250,000

The Controller shall notify the Agency and the Department of Building Inspection when an Owner files such Bond and the amount thereof.

(b) **Request for release or reduction of Bond.** Not less than 90 days after the Project has been issued a certificate of final completion and occupancy or an amended certificate of final completion and occupancy under Building Code Section 109A, an Owner may file a request with the Controller to release or reduce the Bond. The Controller shall notify the Agency of the request.

(c) **Agency review and report to the Controller.**

(1) Upon receiving notice from the Controller under subsection (b), the Agency shall review whether the Owner and Covered Contractors have complied with the requirements of this Article 81 and whether the reports received under Section 81.4(d) appear complete and accurate. After providing Owners and Covered Contractors the opportunity to provide additional reporting, acknowledgements, or certifications, as needed, the Agency shall report to the Controller either (1) the Agency has received and reviewed the reports required under Section 81.4(d) and the reports appear complete and accurate, and no Owner or Covered Contractor has failed to complete the required acknowledgments under Section 81.4(a), the required certifications under Section 81.4(b), or the required documentation under Section 81.4(c); or (2) one or more reports, acknowledgments, certifications, or documentation are missing, incomplete, or appear inaccurate. The Agency shall additionally report the value of the work performed on the Project by a Covered Contractor whose acknowledgments, certifications, or documentation are missing, incomplete, or appear inaccurate. The Agency may open an investigation of an Owner or Covered Contractor whose reports, acknowledgments, or certifications are missing, incomplete, or appear inaccurate, for possible violation of this Article 81.

(2) The Agency shall determine if it has any ongoing investigation or unresolved determination of violation of any law it enforces for work on the Project by any Owner or Covered Contractor. The Agency shall work diligently to promptly resolve any ongoing investigation. After seeking to resolve any unresolved determination of violation, the Agency shall report to the Controller either (1) the Agency has no ongoing investigation or unresolved determination of violation of any law the Agency enforces for work on the Project by an Owner or any Covered Contractor, or (2) the Agency has an open investigation or unresolved determination of violation, as applicable, the parties involved, and the total remedies ordered in any determination of violation, broken down by worker restitution and other remedies.

(3) The Agency shall contact the DLSE to seek information on any unresolved citation or determination of violation of any law DLSE enforces for work on the Project by any Owner or Covered Contractor. If the Agency receives a report of any such citation or determination of violation, the Agency shall provide the Owner and Covered Contractor as applicable a point of contact at DLSE to facilitate resolution of the citation or determination violation. The Agency shall report to the Controller either (1) the Agency is not aware of any unresolved citation or determination of violation of any law DLSE enforces for work on the Project by an Owner or any Covered Contractor, or (2) there is such a citation or determination of violation, the parties involved, and the total remedies ordered in any such citation or determination of violation.

(4) The Agency shall promptly report any material updates to the foregoing report to the Controller on an ongoing basis.

(d) **Controller Bond determination.**

(1) **Bond release.** The Bond may be released if the Agency reports the following under subsection (c) with respect to work on the Project:

(A) The Agency has received and reviewed the reports required under Section 81.4(d) and the reports appear complete and accurate;

(B) No Owner or Covered Contractor has failed to complete the required acknowledgments under Section 81.4(a), and no Covered Contractor has failed to complete the required certifications under Section 81.4(b) or the required documentation under Section 81.4(c);

(C) The City has no ongoing investigation or unresolved determination of violation of any law the Agency enforces for work on the Project by an Owner or Covered Contractor; and

(D) The Agency is not aware of any unresolved citation or determination of violation of any law DLSE enforces for work on the Project by an Owner or Covered Contractor.

(2) If the Agency reports that an Owner has not submitted a required acknowledgment under Section 81.4(a)(1) or one or more of the reports required under Section 81.4(d), the Bond shall be maintained without reduction.

(3) **Bond reduction.**

(A) If the Agency reports that an Owner has submitted each of the reports required under Section 81.4(d) but the required acknowledgments, certifications, or documentation for one or more Covered Contractors is missing, incomplete, or appears inaccurate, the Bond may be reduced, but it shall be maintained at not less than 25% of the value of the work performed on the Project by such Covered Contractor, plus any Bond value required to be maintained under subsections (d)(3)(B) and (d)(3)(C).

(B) If the Agency reports that the City has an ongoing investigation of any law the Agency enforces for work on the Project by an Owner or Covered Contractor, the Bond shall be maintained without reduction during the course of the investigation. If the Agency reports that an Owner or Covered Contractor has an unresolved determination of violation of any law the Agency enforces for work on the Project, the Bond may be reduced, but it shall be maintained at not less than 125% of the total remedies ordered under the determination of violation, plus any Bond value required to be maintained under subsections (d)(3)(A) and (d)(3)(C).

(C) If the Agency reports that an Owner or Covered Contractor has an unresolved citation or determination of violation of any law DLSE enforces for work on the Project, the Bond may be reduced, but it shall be maintained at not less than 125% of the total remedies ordered under the citation or determination of violation, plus any Bond value required to be maintained under subsections (d)(3)(A) and (d)(3)(B).

(D) By way of example and not limitation, if an Owner that maintains a Bond for $1,000,000 requests release or reduction of the Bond, and the Agency reports that one Covered Contractor that did $400,000 worth of work on the Project failed to file its acknowledgements, and a different Covered Contractor has an unresolved determination of violation of a City ordinance with remedies totaling $200,000, the Bond may be reduced but shall be maintained at not less than $350,000, equal to 25% of $400,000 (or $100,000) under subsection (d)(3)(A) plus 125% of $200,000 (or $250,000) under subsection (d)(3)(B).

(4) **Bond payment to remedy labor violation on the Project.**

(A) The Bond shall name the City as exclusive beneficiary and may become payable in whole or in part in accordance with this Section 81.5(d)(4) in the amount of any final determination of violation of any law the Agency enforces, including a violation of this Article 81, against an Owner or Covered Contractor for work on the Project; provided, however, that the aggregate liability for any and all claims which may arise under such Bond shall in no event exceed the face amount of such Bond regardless of the amount due and owing under a determination of violation.

(B) Upon the expiration of the time to file an administrative appeal of such determination of violation if no administrative appeal is filed, or upon exhaustion of administrative and court remedies, as applicable, the Controller shall issue a notice of the liability to the Owner or Owners maintaining the Bond and the Bond surety. Any Owner maintaining the Bond or surety or both may file an appeal of the liability under the procedures set forth in Section 81.9. The procedures and requirements of Section 81.9 shall apply to the surety in the same manner as any other Appellant under Section 81.9.

(C) The City shall use such Bond proceeds to satisfy the remedies specified in the determination of violation, prioritizing payment of restitution to workers before payment of any fines, penalties, or other remedies. The remainder of the Bond, if any, shall be maintained under Section 81.5.

(Added as Police Code Sec. 3300O.5 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; amended by Ord. 58-23, File No. 230134, App. 4/21/2023, Eff. 5/22/2023; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.6. RECORD-KEEPING REQUIREMENTS.

(a) Owners and Covered Contractors shall retain records documenting compliance with this Article 81 for a period of four years, and they shall allow the Agency access to such records, with reasonable notice.

(b) If an Owner or Covered Contractor fails to comply with subsection (a), the Agency shall presume that the Owner or Covered Contractor, as applicable, has violated this Article 81, absent clear and convincing evidence otherwise.

(Added as Police Code Sec. 3300O.6 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.7. EXERCISE OF RIGHTS PROTECTED; RETALIATION PROHIBITED.

(a) It shall be unlawful for any person to interfere with, restrain, or deny the exercise of, or the attempt to exercise, any right protected under this Article 81.

(b) It shall be unlawful for an Owner or Covered Contractor to take any adverse action against any employee working on a Project for exercising rights protected under this Article 81, including the right to file a complaint or inform any person about any alleged violation of this Article; the right to cooperate with the Agency in its investigations of alleged violations of this Article; and the right to inform any person of that person's possible rights under this Article.

(c) Protections of this Article 81 shall apply to any person who mistakenly but in good faith alleges violations of this Article.

(d) Taking adverse action against a person within 90 days of the person's filing a complaint with the Agency alleging a violation of any provision of this Article 81; of informing any person about an alleged violation of this Article; of cooperating with the Agency or other persons in the investigation or prosecution of any alleged violation of this Article; of opposing any policy, practice, or act that is unlawful under this Article; or of informing any person of that person's rights under this Article, shall raise a rebuttable presumption that such adverse action was taken in retaliation for the exercise of one or more of the aforementioned rights. Unless the presumption is rebutted with clear and convincing evidence that the adverse action was solely for a reason other than retaliation, the adverse action shall be deemed to violate this Section 81.7.

(Added as Police Code Sec. 3300O.7 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.8. IMPLEMENTATION AND ENFORCEMENT.

(a) The Agency is authorized to implement and enforce this Article 81 and may promulgate guidelines or rules for such purposes; provided, however, that the Controller is authorized to implement and enforce Section 81.5(a), (b), and (d) and may promulgate guidelines or rules for such purposes. Any guidelines or rules promulgated by the Agency or the Controller shall have the force and effect of law and may be relied on to determine a person's rights and responsibilities under this Article.

(b) Any person who has reason to believe that a violation of this Article 81 has occurred may report the suspected violation to the Agency.

(c) The Agency may investigate possible violations of this Article 81. Where the Agency has reason to believe that a violation has occurred, it may order any appropriate temporary or interim relief to mitigate the violation or maintain the status quo pending completion of a full investigation and administrative determination.

(d) Where the Agency determines that a violation has occurred following an investigation that affords due process, including notice of the alleged violation and the right to respond, the Agency may issue a determination of violation and order any appropriate relief to any person whose rights have been violated. Further, pursuant to California Constitution Article XIIIC, Section 1(e)(5), the Agency may order the payment of an additional sum as an administrative penalty of $1,000 for an Owner's or Covered Contractor's first violation, $5,000 for the second violation, and $10,000 for the third and subsequent violations. For the purpose of this calculation, if multiple people are impacted by the same violation at the same time, the Agency shall treat the violation as a single violation rather than multiple violations. To compensate the City for the reasonable regulatory costs of investigating and remedying the violation, pursuant to California Constitution Article XIIIC, Section 1(e)(3), the

Agency may also order the violating Hiring Entity to pay to the City an amount that does not exceed the Agency's investigation and administrative enforcement costs.

(e) The determination of violation shall provide notice of the right to appeal the determination to the Controller and that failure to do so within 15 days shall result in the determination becoming a final administrative decision.

(f) The determination of violation shall specify a reasonable time period for payment of any relief ordered. The Agency may award interest on all amounts due and unpaid at the expiration of such time period at the rate of interest specified in subdivision (b) of Section 3289 of the California Civil Code, as may be amended from time to time.

(g) The remedies and penalties provided under subsection (c) are cumulative.

(h) The Agency may require that remedies and penalties due and owing to a person whose rights under this Article 81 were violated to be paid directly to the City for disbursement to the person. The Controller shall hold these funds in escrow for the person. The Agency shall make best efforts to distribute such funds. In the event such funds are unclaimed for a period of three years, the Controller may undertake administrative procedures for escheat of unclaimed funds under California Government Code Sections 50050 *et seq.*, as may be amended from time to time. Subject to the budgetary and fiscal provisions of the Charter, such escheated funds shall be dedicated to the enforcement of this Article 81 or other laws the Agency enforces.

(Added as Police Code Sec. 3300O.8 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.9. APPEAL PROCEDURE.

(a) An individual subject to a determination of violation of this Article 81 or notice of Bond forfeiture under Section 81.5(d)(4), as applicable, may file an appeal ("Appeal") in accordance with the following procedures:

(1) The Appellant shall file the Appeal with the Controller and serve a copy on the Agency. The Appeal shall be filed in writing within 15 days of the date of service of the determination of violation or notice of Bond forfeiture, as applicable, and shall specify the basis for the Appeal and shall request that the Controller appoint a hearing officer to hear and decide the Appeal. Failure to submit a timely, written Appeal shall constitute concession, and the determination of violation or Bond forfeiture, as applicable, shall be deemed the final administrative decision upon expiration of the 15-day period. Further, failure to submit a timely, written Appeal shall constitute a failure to exhaust administrative remedies, which shall serve as a complete defense to any petition or claim brought against the City regarding the determination of violation or Bond determination, as applicable.

(2) Following the filing of the Appeal and service of a copy on the Agency, the Agency shall promptly afford the Appellant an opportunity to meet and confer in good faith regarding possible resolution of a determination of violation.

(3) Within 30 days of receiving an Appeal, the Controller shall appoint an impartial hearing officer who is not part of the Agency and immediately notify the Agency and Appellant.

(4) The hearing officer shall promptly set a date for a hearing. The hearing shall commence within 45 days of the date of the Controller's notice of appointment of the hearing officer, and conclude within 75 days of such notice, provided, however, that the hearing officer may extend these time limits for good cause.

(5) The hearing officer shall conduct a fair and impartial evidentiary hearing. The Appellant shall have the burden of proving by a preponderance of the evidence that the Agency erred in its determination of violation, or the Controller erred in its Bond determination, as applicable, and/or the relief ordered therein.

(6) Within 30 days of the conclusion of the hearing, the hearing officer shall issue a written decision affirming, modifying, or dismissing the determination of violation or Bond determination, as applicable. The

hearing officer's decision shall be the final administrative decision. The decision shall consist of findings, a determination, any relief ordered, a reasonable time period for payment of any relief ordered, and notice to the Appellant of the right to appeal by filing a petition for a writ of mandate as described in subsection (a)(7), and that the City may seek enforcement of the final administrative decision in Superior Court upon failure to file a timely appeal.

(7) The Appellant may appeal the final administrative decision only by filing in San Francisco Superior Court a petition for a writ of mandate under California Code of Civil Procedure, Section 1094.5 *et seq.*, as applicable, and as may be amended from time to time.

(b) Where an Appellant fails to comply with a final administrative decision within the time period required therein, the Agency may take any appropriate enforcement action to secure compliance, including referring the action to the City Attorney to seek enforcement of the final administrative decision in Superior Court and, except where prohibited by State or Federal law, requesting that City agencies or departments revoke or suspend any registration certificates, permits, or licenses held or requested by the Appellant until such time as the violation is remedied.

(Added as Police Code Sec. 3300O.9 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

SEC. 81.10. WAIVER THROUGH COLLECTIVE BARGAINING.

All or any portion of the applicable requirements of this Article 81 shall not apply to employees of a Covered Contractor who is covered by a bona fide collective bargaining agreement to the extent that such requirements are expressly waived in the collective bargaining agreement in clear and unambiguous terms; provided, however, that a Covered Contractor shall provide an Owner proof of its exemption to be included in the Owner's reports under Section 81.4.

(Added as Police Code Sec. 3300O.10 by Ord. 71-22, File No. 211297, App. 5/6/2022, Eff. 6/6/2022; redesignated by Ord. 221-23, File No. 230835, App. 11/3/2023, Eff. 12/4/2023, Oper. 1/4/2024)

24.02.810 - Definitions.

The following words and phrases, whenever used in this Part, shall be construed as defined in this section:

A. "Certificate of occupancy" means the building official's certification under Chapter 24.02.630 of this code that the project complies with all applicable requirements for occupancy. The building official's signature on the final inspection card may serve as the certificate of occupancy.

B. "Contractor" means the prime contractor for the project.

C. "Subcontractor" means any business or person that carries out work of the prime contractor or another contractor for the project, provides labor to the project, and whose portion of the work exceeds one hundred thousand dollars or one percent of the value of the construction cost of the project, whichever is greater.

D. "Hearing officer" means the City Manager or designee.

E. "Labor Code Section 226(a)" is a provision of the California Labor Code that requires the employer to provide each employee, either bimonthly or at the time of payment of wages, an itemized wage statement that contains certain specified information concerning the employee's wages and deductions.

F. "Labor Code Section 2810.5" is a provision of the California Labor Code that requires the employer, at the time of hiring, to provide each employee a written notice containing certain specified information about the employer, the employee's rate of pay, worker's compensation insurance, and sick leave.

G. "Mail" means to deposit in United States mail, postage prepaid, unless the parties have agreed in writing to receive notifications by email in lieu of United States mail.

H. "New construction" means construction of new buildings or structures including additions to existing buildings and structures.

I. "Outstanding judgments list" means a list of contractors who have any unpaid wage theft judgment(s) against them generated by the owner from the California Department of Industrial Relations Judgment Search database, or any succeeding database, as of the date of the building permit application.

J. "Owner" means the person or persons, firm, corporation, partnership or other legal entity exercising ownership of the project.

K.

"Remodeling" means internal or external reconstruction, renovation, or improvements to an existing building or structure that does not constitute complete replacement of the existing building or structure.

L. "Project" means a construction project that requires a building permit from the City of San José.

M. "Project construction employees" means employees of the contractor or subcontractor.

N. "Representative" means a person authorized to legally bind the owner and/or contractor (for example, a corporate officer, general partner, or managing member of a limited liability company).

O. "Unpaid wage theft judgment" means a judgment, decision or order, for which all appeals have been exhausted or the time to appeal has expired, that was issued by a court of law or an investigatory government agency authorized to enforce applicable California state and local wage and hour laws, including the California Labor Code and the City of San José Minimum Wage Ordinance, which has not been fully paid or satisfied, and which can be verified by reference to the California Department of Industrial Relations Judgment Search database, or any succeeding database. As used in this subsection, "investigatory government agency" includes the California Division of Labor Standards Enforcement, the city of San José, or any other governmental entity or division authorized to investigate and enforce state and local wage and hour laws.

(Ord. 31100.)

24.02.820 - Exemptions.

A project that consists of less than ten thousand square feet of new construction or remodeling is exempt from the requirements of this Part.

(Ord. 31100.)

24.02.830 - Acknowledgement of responsibility.

As a condition of approval for any building permit required for a project, an applicant shall sign an acknowledgement that:

A. The owner, contractor, and subcontractors on the project will comply with all applicable provisions of this chapter and the California Labor Code, including Labor Code Sections 2810.5 and 226a.

B. The owner and contractor are responsible for verifying that the contractor and subcontractors hired on the project do not, as of the date of the building permit application, have any unpaid wage theft judgment(s) entered against them.

C.

After approval of the building permit, the owner and contractor are responsible for verifying, prior to hiring any new contractor or subcontractor, that the contractor or subcontractor does not appear on the outstanding judgments list.

D. The owner is responsible for ensuring that, if a contractor or subcontractor has an unpaid wage theft judgment entered against them that appears on the outstanding judgments list, the contractor or subcontractor has provided proof demonstrating that the unpaid wage theft judgment has been satisfied prior to being hired onto the project.

E. The owner is responsible for ensuring that any unpaid wage theft judgment(s) entered against the owner, contractor, or subcontractor for labor provided to the project are satisfied prior to application for a certificate of occupancy on the project.

F. A violation under Section 24.02.860 will result in withholding of the certificate of occupancy.

(Ord. 31100.)

24.02.840 - Posting.

Each day that work is performed on the project, the contractor shall post, in a conspicuous place at each job site where work takes place, the notice published each year by the city informing employees of their rights under this chapter. The notice shall be written in the top three languages spoken in the city based on the latest available census information for the city.

(Ord. 31100.)

24.02.850 - Pay transparency certification.

With the request for issuance of a certificate of occupancy for a project, for each contractor and subcontractor whose portion of the work exceeds one hundred thousand dollars or one percent of the value of the construction cost of the project, whichever is greater, the owner shall provide to the city a pay transparency certification ("certification"), signed by a representative of the owner, under penalty of perjury under the laws of the state of California. The certification required under this section shall be in a form approved by the city and contain a statement that:

A. The owner did not have any unpaid wage theft judgment(s) entered against them dated prior to application for the building permit;

B. No contractor or subcontractors have any unpaid wage theft judgment(s) entered against them dated prior to application for the building permit;

C. No contractor or subcontractors have any unpaid wage theft judgment(s) entered against them for labor provided to the project; and

D. A statement that:

(1) Contractor and any subcontractors who provided labor to the project were obligated to provide written notice to project construction employees of the employers' pay practices as required by Labor Code Section 2810.5 and wage statements under Labor Code Section 226(a); or

(2) Project construction employees of the contractor and subcontractors are covered by a valid collective bargaining agreement that expressly provides for the wages, hours of work, and working conditions of the employee, and the agreement provides premium wage rates for all overtime hours worked and a regular hourly rate of pay for those employees of not less than thirty percent more than the state minimum wage (see Labor Code Section 2810.5(c)).

(Ord. 31100.)

24.02.860 - Violations.

The building official shall not issue a certificate of occupancy under either of the following circumstances:

A. The owner has failed to submit the pay transparency certification required by Section 24.02.850.

B. The Director of Public Works has sustained a complaint of an unpaid wage theft judgment pursuant to Section 24.02.870, and the owner or contractor has neither cured the unpaid wage theft judgment nor reversed the Director of Public Works' determination by appeal pursuant to Section 24.02.880.

(Ord. 31100.)

24.02.870 - Unpaid wage theft judgment - Complaint.

A. Any person who is aware of an unpaid wage theft judgment against the contractor or a subcontractor on a project whose portion of the work exceeds one hundred thousand dollars or one percent of the value of the construction cost of the project, whichever is greater, may submit a complaint to the building official. The complaint must include: (1) a copy of the Labor Commissioner's order, decision or award; (2) a copy of the judgment entered by a court of law that the specified contractor or subcontractor is the subject of an unpaid wage theft judgment; and (3) a declaration signed under penalty of perjury from the person that is owed the unpaid wages under the final wage theft judgment against the specified contractor or subcontractor that the judgment has not been satisfied.

B. The complaint must be received by the building official before the building official has issued a certificate of occupancy. After receiving a complaint, the building official shall withhold the certificate of occupancy until the Director of Public Works has verified the complaint and has

determined whether the complaint is sustained, not sustained or incomplete. In the event the Director of Public Works finds that the complaint is sustained, the building official shall continue to withhold the certificate of occupancy unless the owner, contractor, or subcontractor provides proof demonstrating that the unpaid wage theft judgment is satisfied, or the Director of Public Works' determination is reversed by appeal pursuant to Section 24.02.880.

C. The Director of Public Works shall, within 10 working days of receiving the complaint, determine whether the unpaid wage theft judgment appeared on the California Department of Industrial Relations Judgment Search database as of the date of the building permit application, or whether the unpaid wage theft judgment was for labor provided to the project, and verify that the complaint includes all the documentation required by Section 24.02.870(A).

(1) If the complaint is verified, the Director of Public Works shall mail written notice of violation to the owner and contractor at the address(es) on file with the city for the project. The notice of violation shall inform the owner and contractor of their opportunity to provide a written response to the complaint. The certificate of occupancy shall be withheld until the owner, contractor, or subcontractor provides proof demonstrating that the wage theft judgment has been satisfied.

(2) If the complaint does not include all required documentation, the Director of Public Works shall mail written notice to the complaining party that the complaint is incomplete or not sustained.

D. The owner or contractor may provide a written response to the notice of violation within 30 working days of the mailing of the notice. Failure to respond may be deemed an admission to the truth of the facts alleged in the complaint.

E. Within 10 working days of receiving the owner or contractor's response, or if no response is received, after 30 working days of mailing written notice to the owner and contractor, the Director of Public Works shall make a finding that the complaint is either sustained or not sustained. The Director of Public Works' decision shall be mailed to owner, contractor, complaining party, and the person that is owed the unpaid wages under the final wage theft judgment. If the complaint is sustained, the certificate of occupancy shall be withheld until the owner, contractor, or subcontractor provides proof demonstrating that the unpaid wage theft judgment is satisfied, or until an appeal pursuant to Section 24.02.880 reverses the Director of Public Works' finding.

(Ord. 31100.)

24.02.880 - Unpaid wage theft judgment - Appeal.

A. Notwithstanding Part 7 of this Chapter, if an owner or contractor is aggrieved by a decision of the Director of Public Works pursuant to Section 24.02.870, the aggrieved owner or contractor may appeal the decision by submitting a written appeal with the hearing officer within 10 working days of the mailing of the Director of Public Works' decision. The appeal shall contain the facts and basis for the appeal. The appeal shall be accompanied by payment of the appeal fee as set forth in a resolution adopted by the city council.

B. The hearing shall be heard by the hearing officer within 60 working days of receipt of the appeal, or at a date and time agreed to by the parties.

C. All parties involved shall have the right to offer testimonial, documentary, and tangible evidence bearing on the issues, to be represented by counsel, and to confront and cross-examine witnesses. Testimony may be taken on oath or affirmation. The hearing shall not be conducted according to formal rules of evidence. Any relevant evidence may be admitted if it is the sort of evidence upon which reasonable persons are accustomed to rely in the conduct of serious affairs.

D. The hearing shall be de novo. The complaining party shall be the respondent at the appeal hearing. The complaining party must prove by a preponderance of the evidence that the contractor or a subcontractor on the project is the subject of an unpaid wage theft judgment.

E. The hearing officer shall issue a written decision within 10 working days of the hearing. The decision shall be final and shall be subject to judicial review according to the provisions and time limits set forth in Code of Civil Procedure Section 1094.6.

(Ord. 31100.)

24.02.890 - Cure of violation.

The owner, contractor, or subcontractor may cure a violation of this Part at any time, including a violation related to an unpaid wage theft judgment, by providing proof demonstrating that the judgment has been satisfied, or that it has been secured by a labor payment bond, lien release bond, or similar security instrument in a form and amount sufficient to ensure that any wage claims and penalties can be fully paid. A violation for failure to submit a pay transparency certification may be cured immediately upon submittal of the pay transparency certification to the city.

(Ord. 31100.)

24.02.900 - No private right of action.

Nothing in this Part shall be interpreted to authorize a right of action against the city.

(Ord. 31100.)

24.02.910 - Effective date.

This Part shall become effective on December 1, 2024.

(Ord. 31100.)

City of South San Francisco

City Council

Ordinance: ORD 1662-2024

P.O. Box 711 (City Hall, 400 Grand Avenue)
South San Francisco, CA

File Number: 24-1043 **Enactment Number: ORD 1662-2024**

Ordinance of the City of South San Francisco amending Title 8 of the South San Francisco Municipal Code to add Chapter 8.78 to regulate certain private development projects by withholding the certificate of occupancy or building permit final when an owner or contractor has unpaid final wage theft judgments.

WHEREAS, the labor advocate Nor Cal Carpenters Union has identified wage theft as an ongoing issue on construction projects and has requested local jurisdictions to take reasonable enforcement action to reduce this type of violation; and

WHEREAS, the failure by an employer to pay owed and earned wages by contract can affect the health and welfare of employees and/or residents of South San Francisco; and

WHEREAS, in compliance with California State law, the City has drafted a local ordinance for enforcement of final wage theft judgments made by the State of California Labor Commission; and

WHEREAS, this ordinance would withhold Certificate of occupancy or Building permit final approvals from a contractor if City staff have sustained a complaint of an unpaid wage theft judgment; and

WHEREAS, by withholding Certificate of occupancy or Building permit final, the City will incentivize resolution of an unresolved wage theft judgment since most private contracts require complete approvals prior to final payment; and

WHEREAS, this ordinance will be enforceable for new construction meeting certain size and valuation thresholds.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH SAN FRANCISCO, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Preamble

The City Council finds that the foregoing recitals are true and correct and are incorporated into the Ordinance by this reference.

Section 2. Adoption of Chapter 8.78 Wage Theft Ordinance

8.78.010 Title and purpose

This chapter provides local enforcement and penalty for any contractor doing a project within the City and deemed to have an unresolved wage theft judgment on their record. The City has the right to withhold a Certificate of occupancy or Building permit final in this circumstance as a local measure to ensure fair and equitable wage payments to employees.

8.78.020 Definitions

The following words and phrases, whenever used in this Part, shall be construed as defined in this section:

A. "Certificate of occupancy" means the building official's certification that the project complies with all applicable requirements for occupancy. The building official's signature on the final inspection card may serve as the certificate of occupancy.

B. "Building permit final" means all components related to the project are complete: There are no construction crew left on site working, there are no outstanding correction items from any department and all departments have signed off.

C. "Contractor" means the prime contractor for the project.

D. "Subcontractor" means any business or person that carries out work of the prime contractor or another contractor for the project.

E. "Hearing officer" means the City Attorney or designee.

F. "Labor Code Section 226(a)" is a provision of the California Labor Code that requires the employer to provide each employee, either bimonthly or at the time of payment of wages, an itemized wage statement that contains certain specified information concerning the employee's wages and deductions.

G. "Labor Code Section 2810.5" is a provision of the California Labor Code that requires the employer, at the time of hiring, to provide each employee a written notice containing certain specified information about the employer, the employee's rate of pay, worker's compensation insurance, and sick leave.

H. "Mail" means to deposit in United States mail, postage prepaid, unless the parties have agreed in writing to receive notifications by email in lieu of United States mail.

I. "New construction" means construction of new buildings or structures including additions to existing buildings and structures.

J. "Owner" means the person or persons, firm, corporation, partnership or other legal entity exercising ownership of the project.

K. "Remodeling" means internal or external reconstruction, renovation, or improvements to an existing building or structure that does not constitute complete replacement of the existing building or structure.

L. "Project" means a construction project that requires a building permit from the City of South San Francisco.

M. "Project construction employees" means employees of the contractor or subcontractor.

N. "Representative" means a person authorized to legally bind the owner and/or contractor (for example, a corporate officer, general partner, or managing member of a limited liability company).

O. "Unpaid wage theft judgment" means a judgment, decision or order, for which all appeals have been exhausted or the time to appeal has expired, that was issued by a court of law or an investigatory government agency authorized to enforce applicable federal, state and local wage and hour laws, including, but not limited to, the Federal Fair Labor Standards Act, the California Labor Code, and the City of South San Francisco Minimum Wage Ordinance (Chapter 8.71), and which has not been fully paid or satisfied. As used in this subsection, "investigatory government agency" includes the United States Department of Labor, the California Division of Labor Standards Enforcement, the city of South San Francisco, or any other governmental entity or division tasked with the investigation and enforcement of wage and hour laws.

8.78.030 Exemptions

A project that meets any of the following criteria is exempt from the requirements of this chapter.

A. The project consists of less than five thousand square feet of new construction or remodeling.

8.78.040 Acknowledgement of responsibility

As a condition of approval for any building permit required for a project, an applicant shall sign an acknowledgement that:

A. The owner, contractor, and all subcontractors on the project will comply with all applicable provisions of this chapter and the California Labor Code, including Labor Code Sections 2810.5 and 226a.

B. The owner and contractor are responsible for ensuring that the contractor and all subcontractors on the project pay any wage theft judgments that have been entered against them either before or during the construction of the project.

C. A violation under Section 8.78.070 will result in withholding of the certificate of occupancy/building permit final, whichever is applicable, at the conclusion of the project.

8.78.050 Posting

Each day that work is performed on the project, the contractor shall post, in a conspicuous place at each job site where work takes place, the notice published each year by the city informing employees of their rights under this chapter. The notice shall be written in the top three languages spoken in the city based on the latest available census information for the City.

8.78.060 Pay transparency certification

Prior to issuance of approval of certificate of occupancy or building permit final for a project, for each contractor or subcontractor whose portion of the work exceeds one hundred thousand dollars or one percent of the value of the construction cost of the project, whichever is greater, owner shall provide to the city a pay transparency certification ("certification"), signed by a representative of the owner, the contractor and any subcontractor under penalty of perjury under the laws of the state of California. The certification required under this section shall be in a form approved by the city and contain the following.

A. A statement that the owner, contractor, and any subcontractors have no unpaid wage theft judgments; and

B. A statement that:

(1) Project construction employees of the contractor and any subcontractors received written notice of the employers' pay practices as required by California Labor Code Section 2810.5 and wage statements under Labor Code Section 226(a); or

(2) Project construction employees of the contractor and/or any subcontractors are covered by a valid collective bargaining agreement that expressly provides for the wages, hours of work, and working conditions of the employee, and the agreement provides premium wage rates for all overtime hours worked and a regular hourly rate of pay for those employees of not less than thirty percent more than the state minimum wage. (See Labor Code Section 2810.5(c)).

8.78.070 Violations

A. The building official shall not issue a certificate of occupancy or building permit final under either of the following circumstances:

(1) The owner has failed to submit the pay transparency certification required by Section 8.78.060.

(2) The City Attorney has sustained a complaint of an unpaid wage theft judgment pursuant to Section 8.78.080, and the owner or contractor has neither cured the unpaid wage theft judgment nor reversed the City Attorney's determination by appeal pursuant to Section 8.78.090.

8.78.80 Unpaid wage theft judgment - Complaint

A. Any person who is aware of an unpaid wage theft judgment against the contractor or a subcontractor on a project whose portion of the work exceeds one hundred thousand dollars or one percent of the value of the construction cost of the project, whichever is greater, may submit a complaint to the building official. The complaint must include: (1) a copy of a labor commissioner's order, decision or award; (2) a copy of the judgment entered by a court of law that the specified contractor or subcontractor is the subject of an unpaid wage theft judgment; and (3) a declaration signed under penalty of perjury from the person that is owed the unpaid wages under the final wage theft judgment against the specified contractor or subcontractor that the judgment has not been satisfied.

B. The complaint must be received by the building official before the building official has issued a certificate of occupancy or building permit final. After receiving a complaint, the building official shall not issue the certificate of occupancy or building permit final if the City Attorney finds that the complaint is sustained.

C. The City Attorney shall, within 10 working days, mail written notice of the complaint to the owner and contractor at the address(es) on file with the city for the project. If the review of the complaint will delay issuance of the certificate of occupancy or building permit final, the City Attorney shall notify the owner and contractor as soon as practicable.

D. The owner or contractor may provide a written response to the complaint within 30 working days of the mailing of the notice of alleged violation. Failure to respond may be deemed an admission to the truth of the facts alleged in the complaint.

E. After consideration of the complaint and the owner or contractor's response, if any, the City Attorney shall make a finding that the complaint is either sustained or not sustained. The City Attorney's decision shall be mailed to owner, contractor, complaining party, and the person that is owed the unpaid wages under the final wage theft judgment.

8.78.090 Unpaid wage theft judgment - Appeal

A. If an owner or contractor is aggrieved by a decision of the City Attorney pursuant to Section 8.78.080, the aggrieved owner or contractor may appeal the decision by submitting a written appeal with the hearing officer within 10 working days of the mailing of the City Attorney's decision. The appeal shall contain the facts and basis for the appeal. The appeal shall be accompanied by payment of the appeal fee adopted by the city council.

B. The hearing shall be heard by the hearing officer within 60 working days of receipt of the appeal, or at a date and time agreed to by the parties. The complaining party shall be the respondent at the appeal hearing.

C. All parties involved shall have the right to offer testimonial, documentary, and tangible evidence bearing on the issues, to be represented by counsel, and to confront and cross-examine witnesses. Testimony may be taken on oath or affirmation. The hearing shall not be conducted according to formal rules of evidence. Any relevant evidence may be admitted if it is the sort of evidence upon which reasonable persons are accustomed to relying in the conduct of serious affairs.

D. The hearing shall be de novo. The complaining party must prove by a preponderance of the evidence that the contractor or a subcontractor on the project is the subject of an unpaid wage theft judgment.

E. The hearing officer shall issue a written decision within 10 working days of the hearing. The decision shall be final and shall be subject to judicial review according to the provisions and time limits set forth in Code of Civil Procedure Section 1094.6.

8.78.100 Cure of violation

The owner, contractor, or subcontractor may cure a violation of this chapter at any time, including a violation related to an unpaid wage theft judgment, by providing evidence that the judgment has been paid, or that it has been secured by a labor payment bond, lien release bond, or similar security instrument in a form and amount sufficient to ensure that any wage claims and penalties can be fully paid.

8.78.110 No private right of action

Nothing in this chapter shall be interpreted to authorize a right of action against the city.

Section 3. Publication and Effective Date

Pursuant to the provisions of Government Code Section 36933, a summary of this Ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this Ordinance is scheduled to be adopted, the City Clerk shall (1) publish the Summary, and (2) post in the City Clerk's Office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this Ordinance, the City Clerk shall (1) publish the summary, and (2) post in the City Clerk's Office a certified copy of the full text of this Ordinance along with the names of those City Council members voting for and against this Ordinance or otherwise voting.

* * * * *

At a meeting of the City Council on 10/23/2024, a motion was made by Councilmember Addiego, seconded by Councilmember Nicolas, that this Ordinance be adopted. The motion passed.

Yes: 5 Mayor Coleman, Vice Mayor Flores, Councilmember Addiego, Councilmember Nagales, and Councilmember Nicolas

Attest by

Rosa Govea Acosta, City Clerk

James Coleman, Mayor

CITY COUNCIL REPORT

12.B.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Heba El-Guindy, Public Works Director, helguindy@pinole.gov

SUBJECT: ADOPT RESOLUTION APPROVING THE CITY'S ACTIVE TRANSPORTATION PLAN

RECOMMENDATION

Staff recommends that the City Council approve the attached Resolution approving the City's first Active Transportation Plan.

BACKGROUND

Development of the City's Active Transportation Plan (ATP) was first added to the Capital Improvement Plan (CIP) in 2021 (Project IN2106). On March 7, 2023, the City Council approved a Consulting Services Agreement between the City and GHD, Inc. for the development of the City's ATP. The ATP aims to outline strategies and actions that will support and encourage the use of environmentally sustainable modes of travel including walking, cycling, and use of public transit. The consultant's work scope included a review of policies and plans, data collection and analysis, recommend strategies and capital improvement projects, develop concept improvements that incorporate the community's feedback, and develop a cost estimate for the recommended projects.

On June 17, 2025, the City Council approved an amendment to the Consulting Services Agreement to extend Term of Services and to increase compensation from the originally approved $188,000 to a not-to-exceed amount of $218,000, an increase of $30,000 to be paid at satisfactory completion of the ATP.

REVIEW AND ANALYSIS

The Consultant, GHD, Inc., in coordination with staff conducted the necessary research and data collection, carried out a comprehensive community consultation process, and developed a draft ATP which was presented to the City's Traffic and Pedestrian Safety Committee (TAPS) on January 8, 2025. In performing this work, GHD, Inc. invoiced the City and was paid a total of $187,983.19 out of the total initial budget of $188,000.

On June 17, 2025, the Consulting Services Agreement was extended, and its budget was increased by an additional $30,000. This is to complete remaining chapters of the draft ATP, and to make necessary revisions resulting from comments by staff, project stakeholders, and the public.

The draft ATP was revised to include a more comprehensive grid of bicycle facilities of the

various classes (Class I/multi-use path, Class II/bike lane, Class III/bike route, and Class IV/protected bike lane or cycle track). Road classifications, abutting land uses, posted speed limits, and community input are some of the factors that were taken into consideration in recommending the various cross sections and associated multi-modal improvements. The revised ATP report is included as Attachment B for the City Council review and consideration of approval.

FISCAL IMPACT

There are no fiscal impacts for the recommended City Council approval of the Active Transportation Plan.

ATTACHMENTS

A. Resolution
B. ATP Report

RESOLUTION NO. 2026-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING THE CITY'S ACTIVE TRANSPORTATION PLAN

WHEREAS, the City of Pinole ("City") adopted a Capital Improvement Plan (CIP) which includes the development of an Active Transportation Plan (Project IN2106); and

WHEREAS, the Active Transportation Plan (ATP) aims to outline strategies and multi-modal infrastructure improvements that will support and encourage the use of environmentally sustainable modes of travel including walking, cycling, and use of public transit; and

WHEREAS, on March 7, 2023, the City Council awarded a Consulting Services Agreement to GHD, Inc. ("Consultant") for development of the City's ATP in an amount not-to-exceed $188,000 and ending on March 7, 2025; and

WHEREAS, Consultant in coordination with City staff conducted the necessary research and data collection, community consultation and developed a draft ATP, and expended the project budget while performing this work; and

WHEREAS, on June 17, 2025, the City Council approved extending the Consulting Services Agreement, and increased the budget by an additional $30,000, for a total contract fee of $218,000, to ensure satisfactory finalization of the ATP; and

WHEREAS, the draft ATP was revised to include a more comprehensive grid of various class bicycle facilities, and to recommend multi-modal improvements in light of the road classifications, abutting land uses, posted speed limits, and community input.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Pinole does hereby approve the City's Active Transportation Plan attached as "Exhibit A".

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of April 2026 by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 21st day of April 2026.

_____
Heather Bell
City Clerk

City of Pinole

Active Transportation Plan



April 2026

Prepared for the City of Pinole by GHD Inc.

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Introduction

Overview

The City of Pinole ("City") is located northeast of the City of San Franciso, situated on the shores of San Pablo Bay in West Contra Costa County (Figure 1).

Generally, the City land use pattern is a mix of residential neighborhoods and commercial and business centers, combined with parks and open spaces. Distinct areas include Historic Old Town (to the northeast), Pinole Vista and Pinole Ridge Shopping Center (to the west), and Pinole Valley (to the south). The City is bisected by Interstate 80 (I-80). The City is linked together by greenways, paths, and roads, including the San Francisco Bay Trail (Bay Trail) and arterials (e.g., arterials of regional significance).

Purpose of the Plan

The *City of Pinole Active Transportation Plan* (ATP) aims to support safe, connected, and accessible pedestrian and bicycle travel, expanding the active transportation network to support the transportation needs of all residents, workers, visitors, and community members, regardless of transportation mode or user age or ability.

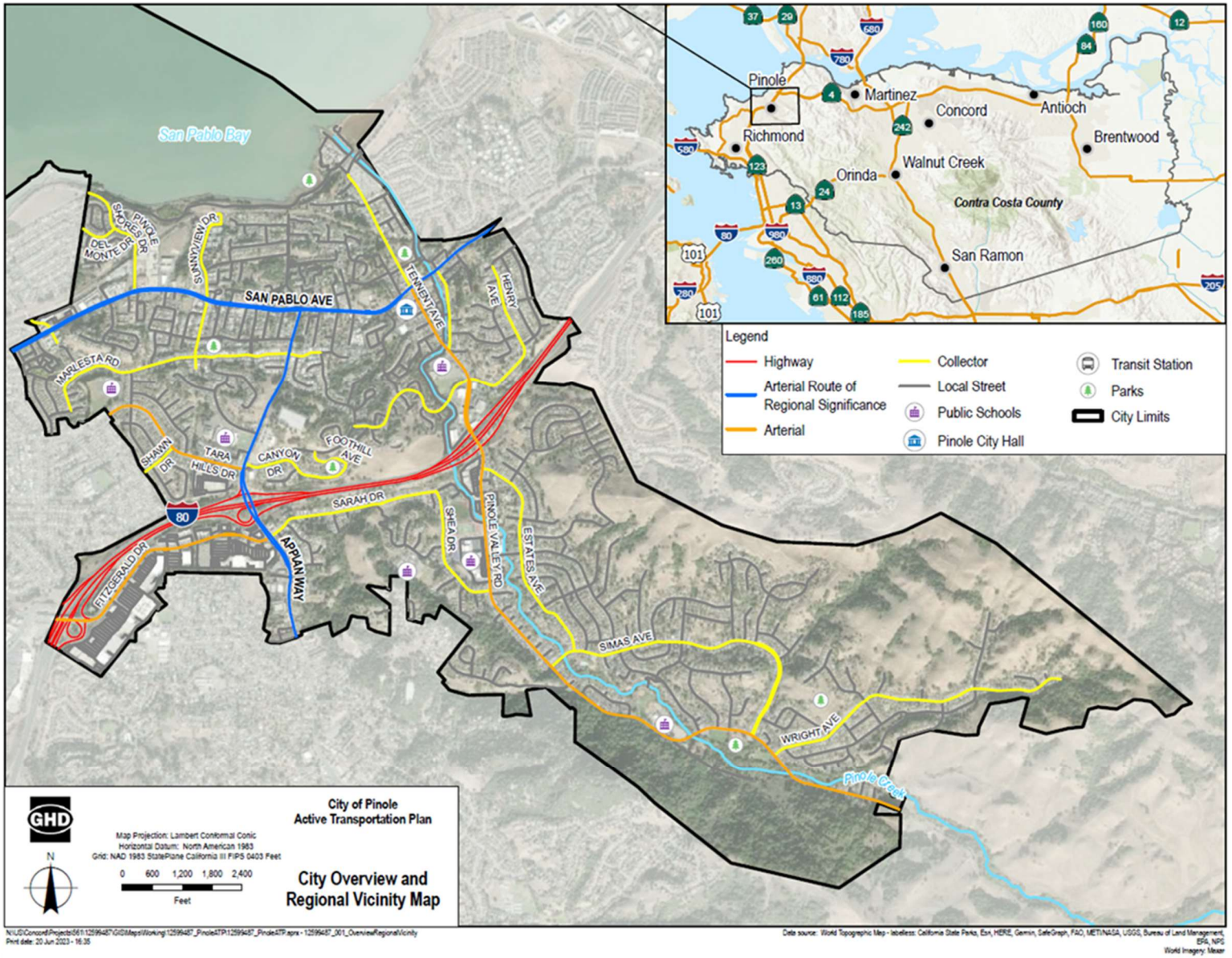
Summary of the Plan

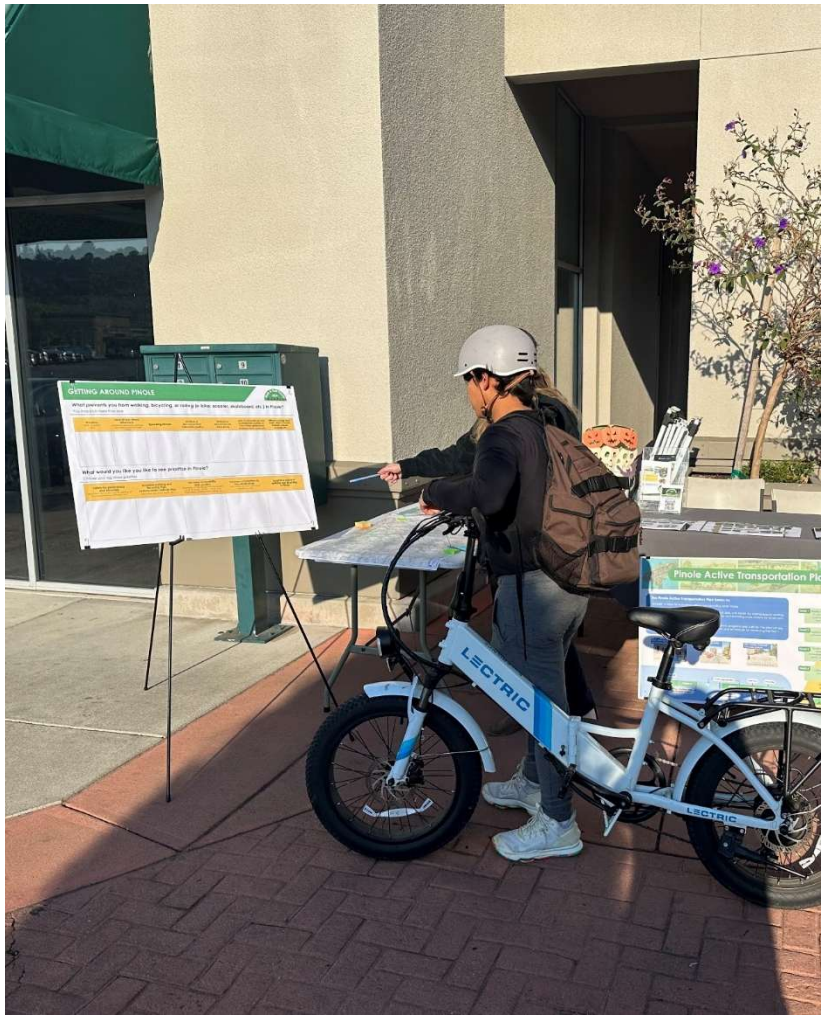
The ATP presents:

- Goals and Objectives
- Existing Conditions and Opportunities
- Stakeholder and Public Engagement
- Recommendations
- Implementation

Recommendations were developed based on the goals and objectives, existing conditions and opportunities, and stakeholder and public engagement described in the following chapters. A plan for implementing the recommendations also is provided, and includes implementation opportunities, cost estimates, prioritization, and funding.

Figure 1: City & Regional Vicinity Map





Goals and Objectives

The ATP outlines an action plan to guide the City and its partners as they work to improve walking and bicycling in Pinole.

The goals, objectives, and performance measures reflect the needs and priorities expressed by the community throughout the public outreach process, as well as established City priorities and policies. These inform the selection and prioritization of projects, programs and policies, and create metrics for measuring success as recommendations from the Plan are implemented.

Goal 1

Increase connectivity and accessibility by providing a cohesive network of facilities for people to walk, bicycle, and roll.

Objective 1.1: Create a cohesive active transportation network that enhances connectivity in Pinole for all users of all abilities.

- Performance Measure 1.1a: close gaps in walkways and bikeways, prioritizing areas with high residential density, to and from key destinations and downtown, in areas with poor connectivity, and in disadvantaged communities (DACs).
- Performance Measure 1.1b: Improve access to recreation by connecting existing and future pedestrian and bicycle networks to recreational areas and trails, like the Bay Trail and Point Pinole Regional Shoreline.
- Performance Measure 1.1c: Maintain an inventory of existing networks and conditions to prioritize maintenance and repair. In addition to the public works contact information where residents can report needed street repairs, implement a phone number, email, and/or website comment box where specifically pedestrian and bicycle facility repairs can be reported.
- Performance Measure 1.1d: Enhance accessibility for people with disabilities throughout the transportation network.

Objective 1.2: Increase awareness of and access to the active transportation network in Pinole.

- Performance Measure 1.2a: Increase wayfinding signage and maps along routes and trails.
- Performance Measure 1.2b: Implement technologies that highlight active transportation routes. Examples could include interactive digital maps located on the city website, maps user can access via their mobile devices, or other technologies that increase accessibility to recreation information. The city may use their own website to house maps of transportation routes and/or use a third-party trail website/app.

Goal 2

Foster a safer environment for pedestrians and bicyclists.

Objective 2.1: Reduce pedestrian and bicyclist fatalities and severe injuries.

- Performance Measure 2.1a: Develop a Vision Zero Action Plan with emphasis on the Safe Systems approach, which centers on infrastructure that proactively reduces risks and decreases the severity of crashes for all people. Components of the plan should include gathering relevant pedestrian and bicycle safety data, develop community engagement activities that support the creation of Vision Zero initiatives and projects, and create a plan that is context specific with actionable goals and projects to create safer roadways in Pinole.
- Performance Measure 2.1b: reduce pedestrian and bicycle fatalities and severe injuries by 50% by 2030.

Objective 2.2: Use Complete Streets tactics to increase safety on roadways with high stress levels.

- Performance Measure 2.2a: Implement Complete Streets tactics to improve pedestrian and bicyclist safety. Complete streets tactics include, but are not limited to:

- Improving intersections and pedestrian crossings by increasing crossing opportunities, using curb extensions and pedestrian medians to shorten crossing distances, high visibility crosswalks, leading pedestrian interval signals, etc.
- Removing lanes of traffic, reducing lane widths, constructing medians for traffic slowing and greenspace opportunities.
- Creating protected bike lanes and multi-use paths separated from vehicle traffic.

– Performance Measure 1: Perform a Level of Traffic stress (LTS) analysis on streets and roadways from LTS 3 and 4 to 1 and 2.

Objective 2.3: Improve actual and perceived safety through educational tactics.

– Performance Measure 2.3a: Partner with Contra Costa County to encourage involvement in the County's safe routes to school program.

– Performance Measure 2.3b: Create and promote educational programs for pedestrians, bicyclists, transit users and drivers. Educational programs might include:

- Safety campaign materials that can be developed educate drivers about sharing the road with bicyclists and pedestrians, how to navigated road reconfigurations, and information about driving through school zones. Similar materials can be created for pedestrians and bicyclists on new routes and infrastructure.
- Open street events that can be used energize specific locations by drawing in residents and visitors, provide an opportunity to hold community events, and demonstrate the benefits of walkable/bikeable areas.
- Guided walking and bicycling tours can educate residents about new trails and amenities. Group bicycling tours can reach people curious about bicycling but are hesitant due to concerns about safety, lack of knowledge, not having a bicycle, and more. Tours can be accompanied by a safety element where participants can learn how to navigate pedestrian and bicycle infrastructure. The City may want to partner with bicycle groups in the Bay area to assist with this program
- Demonstration products can educate residents about possible pedestrian and bicycle design elements prior to making long term infrastructure investment. Demonstration projects may include (but are not limited to):

– Protected bicycle lanes
– Parklets
– High visibility crosswalks

Goal 3

Reduce vehicle miles traveled by encouraging active transportation and multimodal travel.

Objective 3.1: Create a comfortable environment for pedestrians and bicyclists.

– Performance Measure 3.1a: increase canopy coverage over walkways and bikeways.

– Performance Measure 3.1b: increase pedestrian and bicycle support facilities like lighting, drinking fountains, trash cans, benches, picnic tables, public restrooms, shade structures, bicycle parking, bicycle repair stations, comfortable walking surfaces and more on recreational trails and networks throughout the city.

Objective 3.2: Prioritize access to transit and active transportation facilities.

- Performance Measure 3.2a: Prioritize pedestrian and bicycle facilities that support first- and last-mile trips to and from transit facilities.
- Performance Measure 3.2b: Prioritize pedestrian and bicycle facilities near higher density housing to accommodate for influxes in population and vehicle traffic.
- Performance Measure 3.2c: Reduce city-wide parking minimums and explore bicycle facility requirements for developers i.e. bicycle parking.

Objective 3.3: Increase walking and bicycling share of trips by 50% by 2030

- Performance Measure 3.3a: Implement a pedestrian and bicyclist evaluation program to track how users respond to infrastructure improvements and non-infrastructure programs. Examples of evaluation programs include an annual pedestrian and bicycle program, and an annual report card and ride along to track program process.
- Performance Measure 3.3b: improve the bicycle level of traffic stress (LTS) score to LTS 1 or 2, indicating low-stress comfortable facilities, on arterial and collector streets in Pinole.
- Performance Measure 3.3c: increase walking and bicycling share of trips 50% by 2030.

Existing Conditions and Opportunities

Local Context

The City of Pinole is located in West Contra Costa County, approximately 17 miles northeast of the City of San Francisco. Pinole is approximately 4 square miles and is home to 19,065 people.

The City's urban area is characterized by single-family homes within subdivisions. Large retail centers are concentrated at intersections of major streets and along I-80. Schools, parks, and other civic uses are located throughout the City, within walking distance for many residents. Pinole's historic downtown commercial district, located at the heart of the City, is walking distances from some residential neighborhoods, as well as Pinole Creek, Fernandez Park, and the bayfront.

As shown in Table 1, walking comprises roughly 10 percent of daily trips in Pinole, 15 percent of daily trips in Contra Costa County, and nearly 17 percent of daily trips statewide. Bicycling comprises 2.2 percent of daily trips in Pinole, 1.3 percent of daily trips in Conta Consta County, and roughly 1.5 percent of daily trips statewide. The relatively limited provision of bikeway facilities in most communities is a key factor behind the relatively low rate of bicycling. Higher rates of bicycling is common in communities that have invested in bikeway networks, particularly low-stress bikeway facilities.

Table 1: Existing Modes of Transportation (Daily Trips)

	State of California (2010-12)	Pinole (2023)	Contra Costa County (2023)
Drive alone	49.3%	64.6%	58.3%
Carpool/Van pool	26.5%	19.8%	23.4%
Public Transit	4.4%	0.4%	0.7%
Walk	16.6%	10.3%	14.7%
Bicycle	1.5%	2.2%	1.3%
Other	1.1%	2.7%	1.6%

Source: 2010-2012 California Household Travel Survey (2013) for State of California; Replica (2023) for Contra Costa County. Note: Year 2023 transit rate reflects reduced transit ridership following the COVID pandemic. Additional Note: "Other" modes include taxi/TNC, as well as company shuttles, paratransit, and scooters.

Disadvantaged Community Status

The Caltrans Active Transportation Program (ATP) is one of the most common funding programs for bicycle and pedestrian improvement projects. While guidelines can change between funding rounds, the ATP application scoring rubric has consistently awarded points to projects that serve or are located in DACs. The ATP program guidelines define DAC thresholds using a variety of metrics:

- **Median household income (MHI)**: community median household income is less than 80% of the state median household income.
- **CalEnviroScreen**: community is within the most disadvantaged in the state according to the CalEPA and based on CalEnviroSreen 4.0 scores (greater than or equal to 40.05).
- **Free and reduced-price school lunche**s: more than 75% of students are eligible for free or reduced lunches.
- **California Healthy Places Inde**x **(HPI)**: community is within the most disadvantaged in the state based on HPI scores (within the 25th percentile or less).
- **Other**: communities may also use a local definition of DACs if it has been formally adopted at the metropolitan planning organization (MPO) or regional level.

Communities that meet one or more of the qualifications above are considered disadvantaged under recent ATP application guidelines.

As shown in Figure 2, using the CalEnviroScreen metric, DACs mostly are located in northern portion of the City, with Census Tract 3922.02, which is located north of San Pablo Avenue and west of Pinole Shores Drive, having the highest score (score of 85).

Transportation Network

Street Network

Most of Pinole is organized into suburban residential, commercial, and more rural/open space/park tracts, connected by a 79-mile street network (Figure 3), including roughly 20 miles of arterial and collector streets. Arterials are generally 4 lanes wide and typically intersect with other arterials at signalized intersections.

Within the tracts, collectors provide access to residential neighborhoods characterized by cul-de-sac and loop streets in some neighborhoods; residential neighborhoods immediately adjacent to Downtown exhibit a grid-like pattern.

The I-80 freeway runs diagonally north-south through Pinole, providing regional connections but also creating barriers to internal circulation between Pinole neighborhoods, including disrupting the continuity of the Pinole Creek Trail, resulting in mobility challenges for people walking and bicycling.

Existing speed limits are shown in Figure 4. As shown, collectors have speeds of 25 mph and arterials have speeds ranging from 25 to 40 mph.

Table 2: Existing Street Network Miles

Street Classification	Existing Miles
Arterial Route of Regional Significance	5.47 mi
Arterials	4.99 mi
Collectors	10.40 mi
Local Streets	58.29 mi
TOTAL	**79.15 mi**

Source: GHD (based on GIS data containing street network)

Figure 2: Existing DAC Status Map

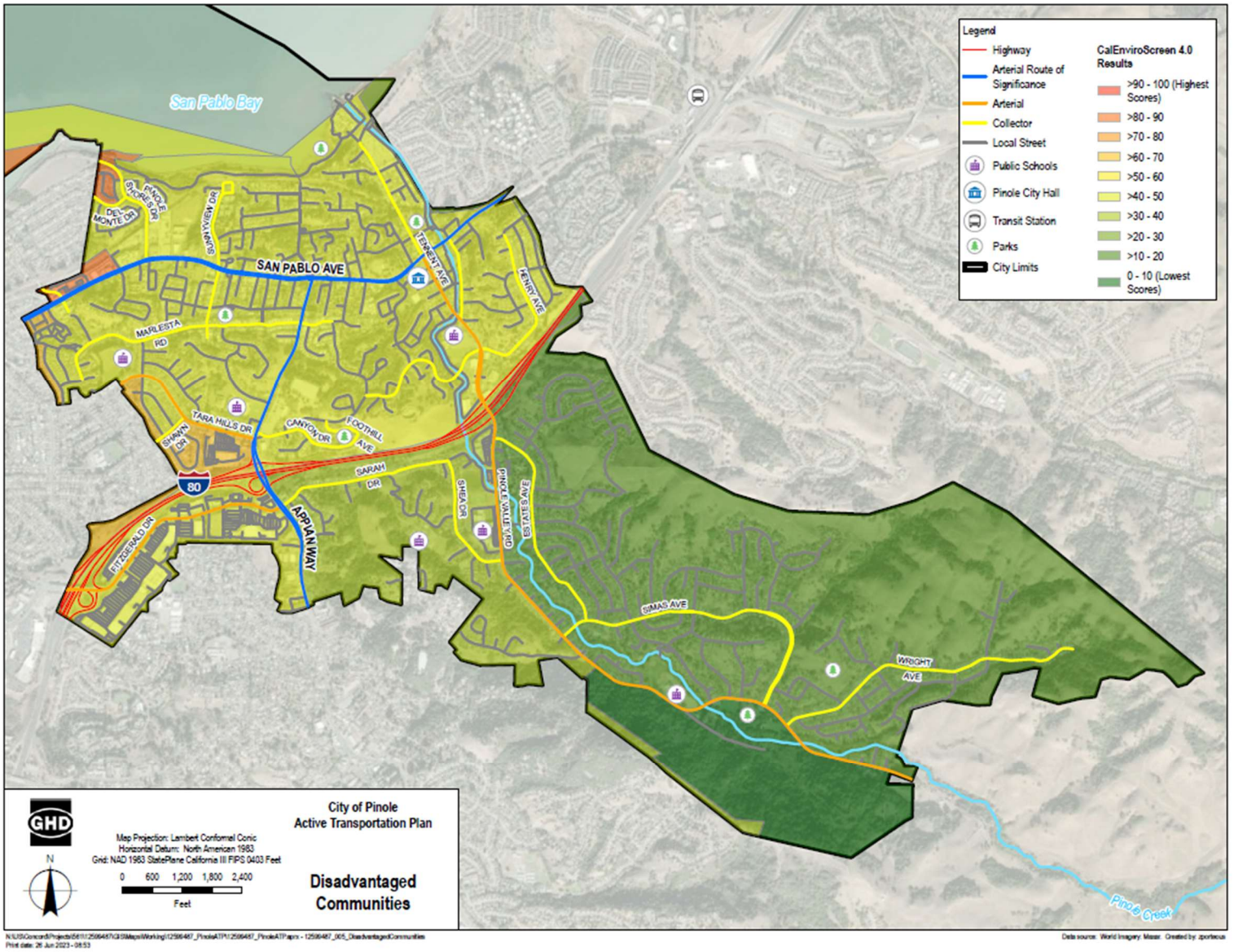


Figure 3: Existing Street Network Map

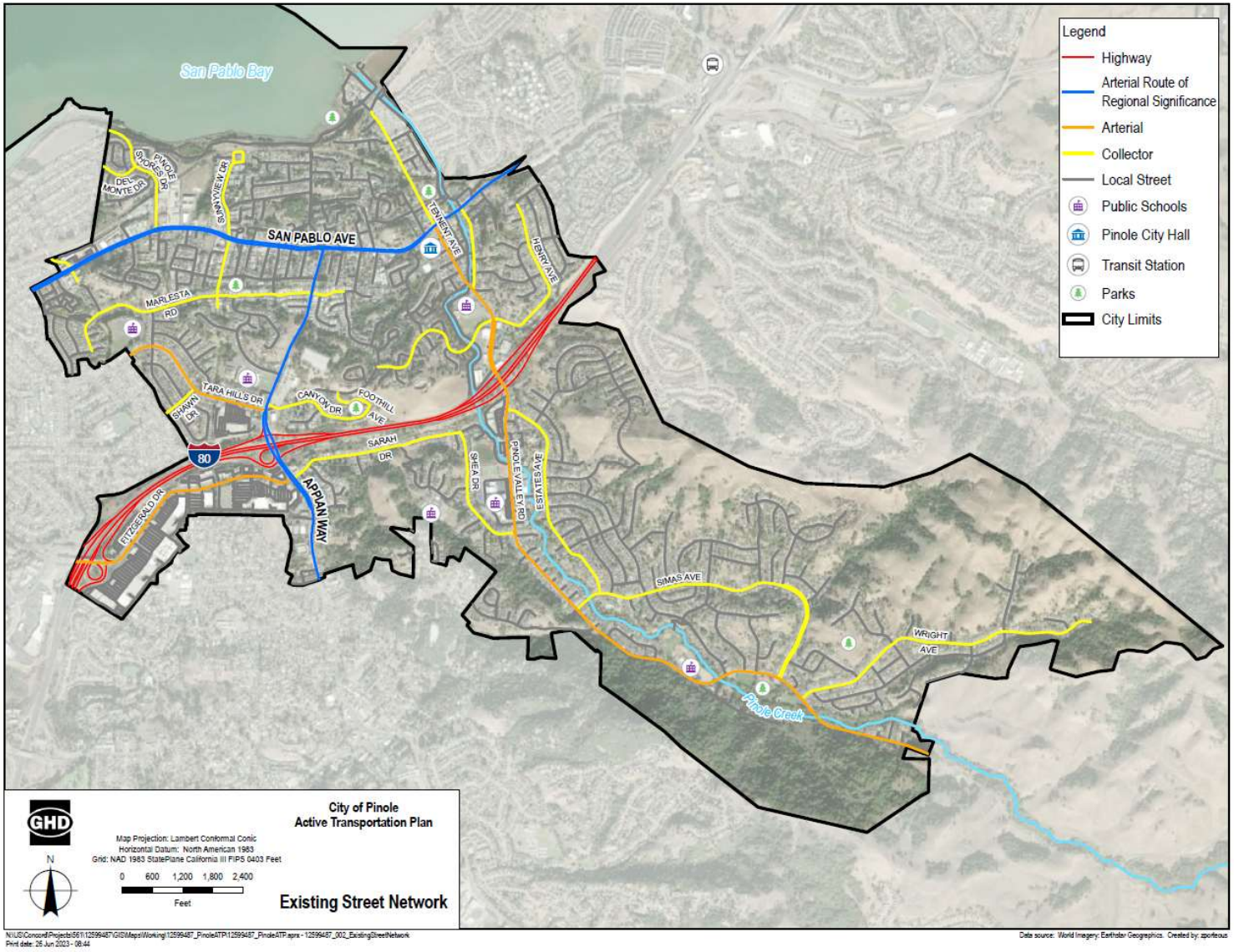
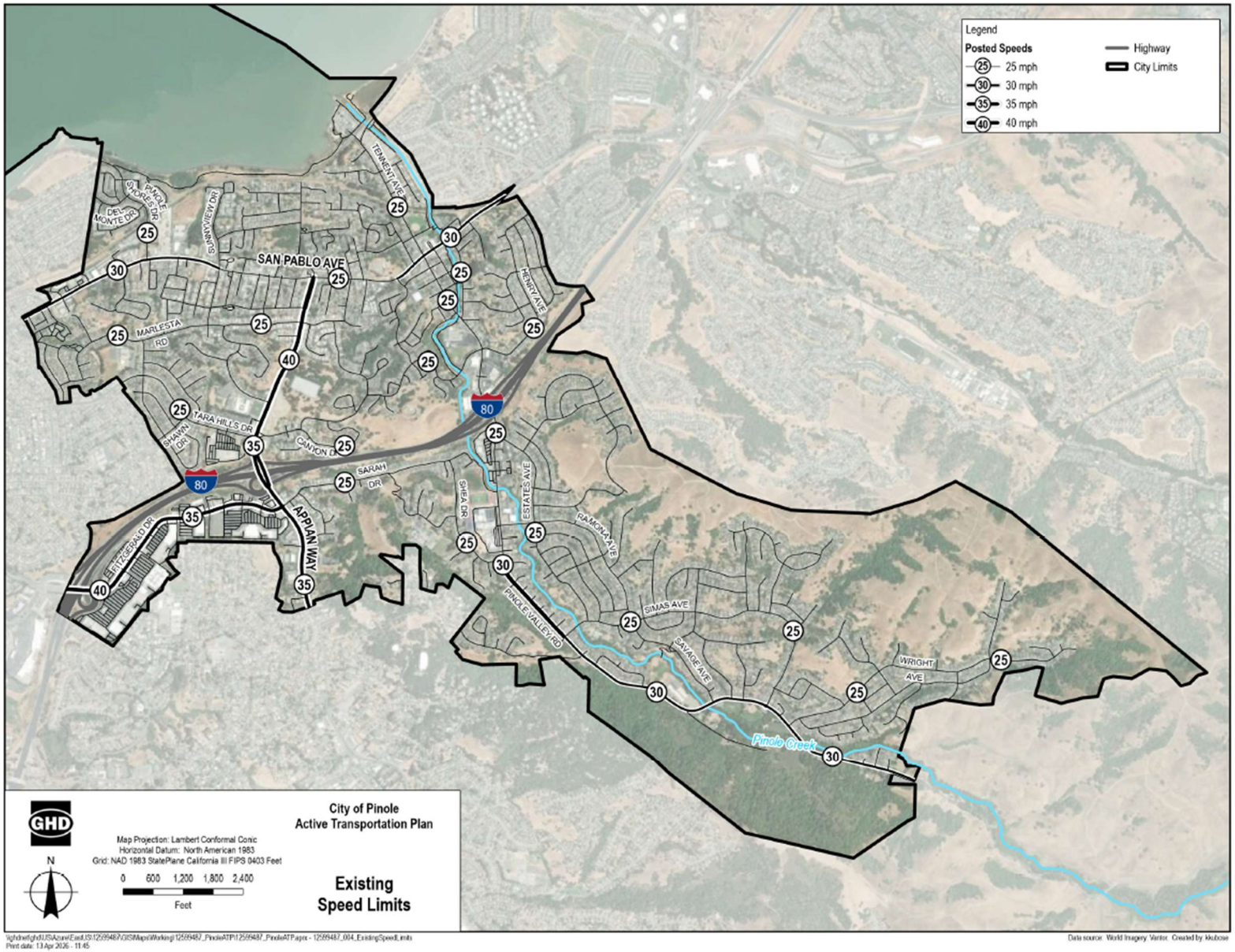


Figure 4: Existing Speed Limits Map



Bicycle Facilities

Pinole has an existing bikeway network of just over 10 miles. It primarily consists of scenic multi-use paths along Pinole Creek and San Pablo Bay, which serve as the active transportation spine within the community. The existing network includes 3.93 miles of Class I Shared Use Paths, 1.47 miles of Class II Bicycle Lanes, 4.88 miles of Class III Bicycle Routes, and no Class IV Separated Bikeways.

Pedestrian Facilities

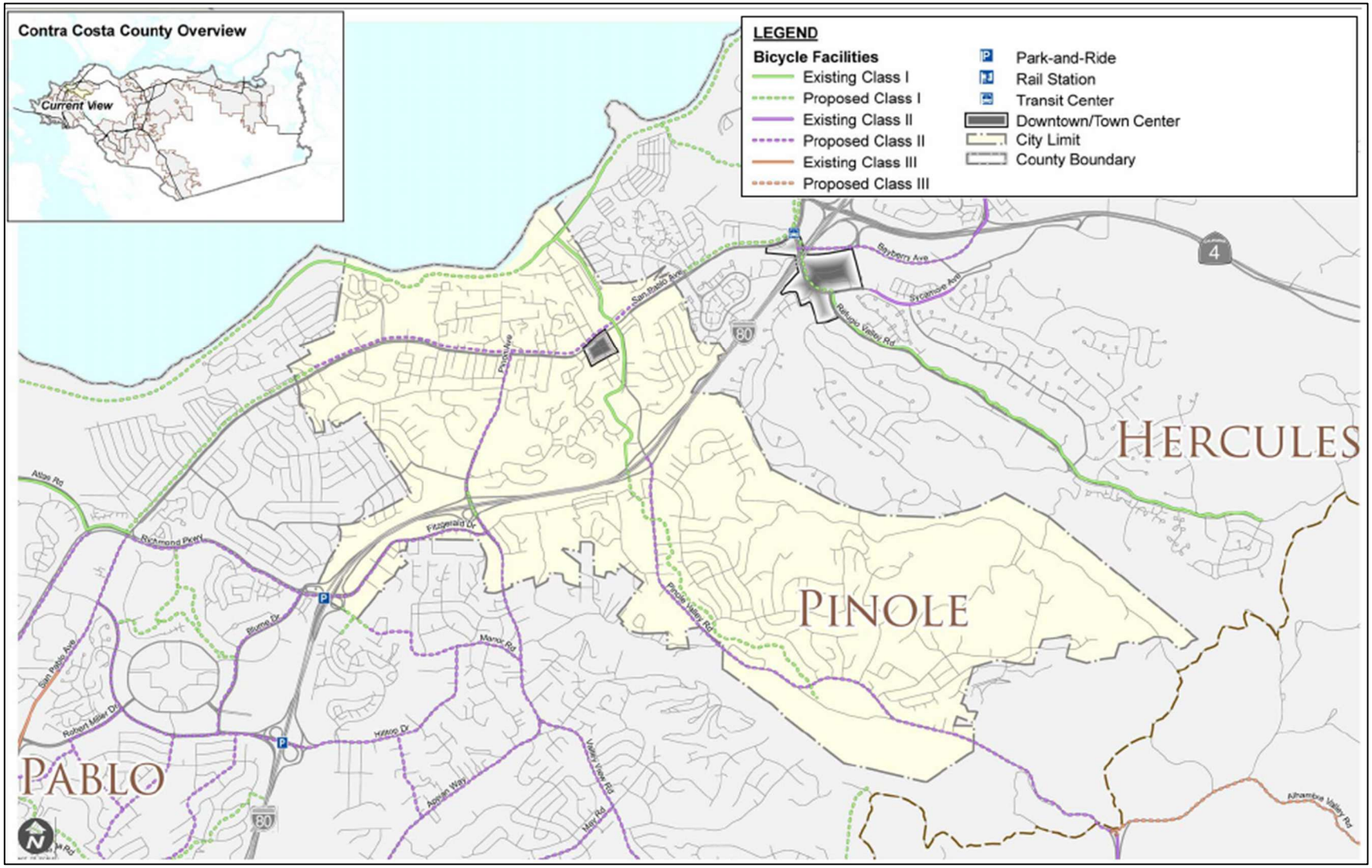
Sidewalks are provided in most residential and commercial areas, but gaps exist on portions of Pinole Valley Road (east of I-80), on some segments of San Pablo Avenue, and in some neighborhoods where sidewalk does not exist on both sides of the street. Other barriers to walking in Pinole include the rail lines that bisect the city, disrupt the pedestrian network, and lack safe crossing facilities.

Public Transit

WestCAT, a service of the Western Contra Costa Transit Authority, provides public transit service to Pinole. The following routes service Pinole on weekdays: Routes 16, C3, JPX, and JX. Route J (JR/JL) provides service in Pinole every day of the week. WestCAT also provides paratransit service for passengers with disabilities and a Dial-A-Ride service for senior citizens.



Figure 5: 2010 City of Pinole General Plan – Bicycle Facility Map



Bicycle Level of Traffic Stress (LTS) Analysis

This section provides information about the bicycle level of traffic stress (LTS) analysis and results for the bicycle network in Pinole. Bicycle LTS measures the perceived sense of danger associated with bicycling in or adjacent to vehicle traffic.

Studies have shown that traffic stress is one of the biggest deterrents to bicycling and walking. The less stressful the experience, and the lower the LTS score, the more likely it is to appeal to a broader segment of the population. A bicycle and pedestrian network will attract a large portion of the community if it is designed to reduce stress associated with potential motor vehicle conflicts and connects people to their destinations.

Streets are considered low stress for cyclists if they have few interactions with vehicle traffic (such as slow, low-traffic neighborhood streets) or if greater separation is provided between people walking or bicycling and vehicle traffic.

The Bicycle LTS scores are being used to develop project recommendations that would create a lower stress bikeway network for people of different ages, abilities, and comfort with bicycling in Pinole. Using the LTS scores presented here, the City can select facility recommendations to increase separation between bicyclists and vehicle traffic, especially on higher-speed, multi-lane arterials. LTS scores will be used as a metric to prioritize the composite list of recommendations.

Bicycle LTS assigns a score from 1 to 4 to street segments, intersection approaches, and intersection crossings based on roadway data, including:

- Posted speed limit
- Number of vehicle lanes
- Intersection control devices (stop signs, traffic signals)
- Type of bikeway, if applicable
- Separation between bicycle facilities and vehicles
- Configuration of right-turn lanes at intersections

Types of Bicyclists

Research conducted by the Portland Bureau of Transportation (PBOT) indicates the majority of people in the United States would bicycle if dedicated bicycle facilities were provided. Based on their skill level and confidence, most people self-identify as one of the four "types of bicyclists" shown in the graphic below. Only a small percentage of Americans are willing to ride if no facilities are provided—the so-called "Strong and Fearless" bicyclists.

A score of LTS 1 indicates a street with low stress and high comfort for people bicycling. LTS 4 reflects a highly stressful experience. A lower-stress network means all bicyclists, regardless of age or ability, can comfortably ride to their destination.

To better meet the needs of the "Interested but Concerned" bicyclists, it is recommended that communities work to decrease stress and improve comfort on their bikeway network. LTS 1 and 2 streets are typically appealing to these bicyclists.

Most local streets, including the residential streets in Pinole neighborhoods, would score LTS 1. However, local streets do not provide access to major destinations, and most local streets in Pinole do not provide for continuous circulation to or from adjacent neighborhoods. Low-stress local streets typically provide access to high-stress arterial or collector streets, where most average adults would not feel comfortable riding a bicycle.

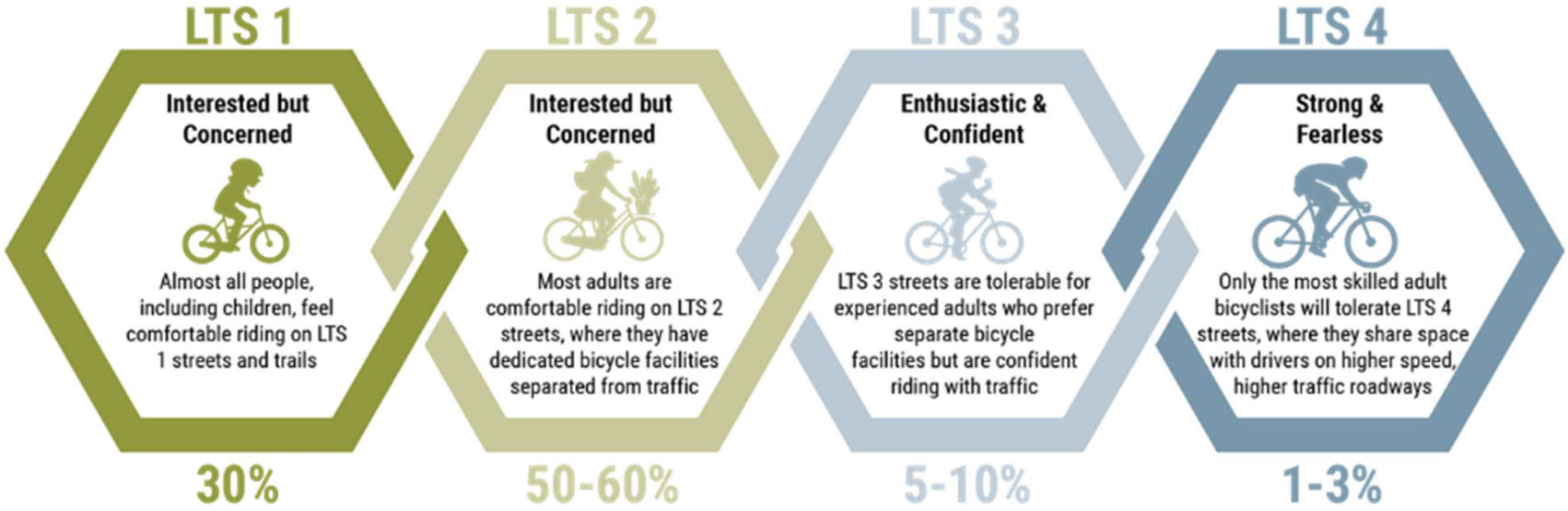
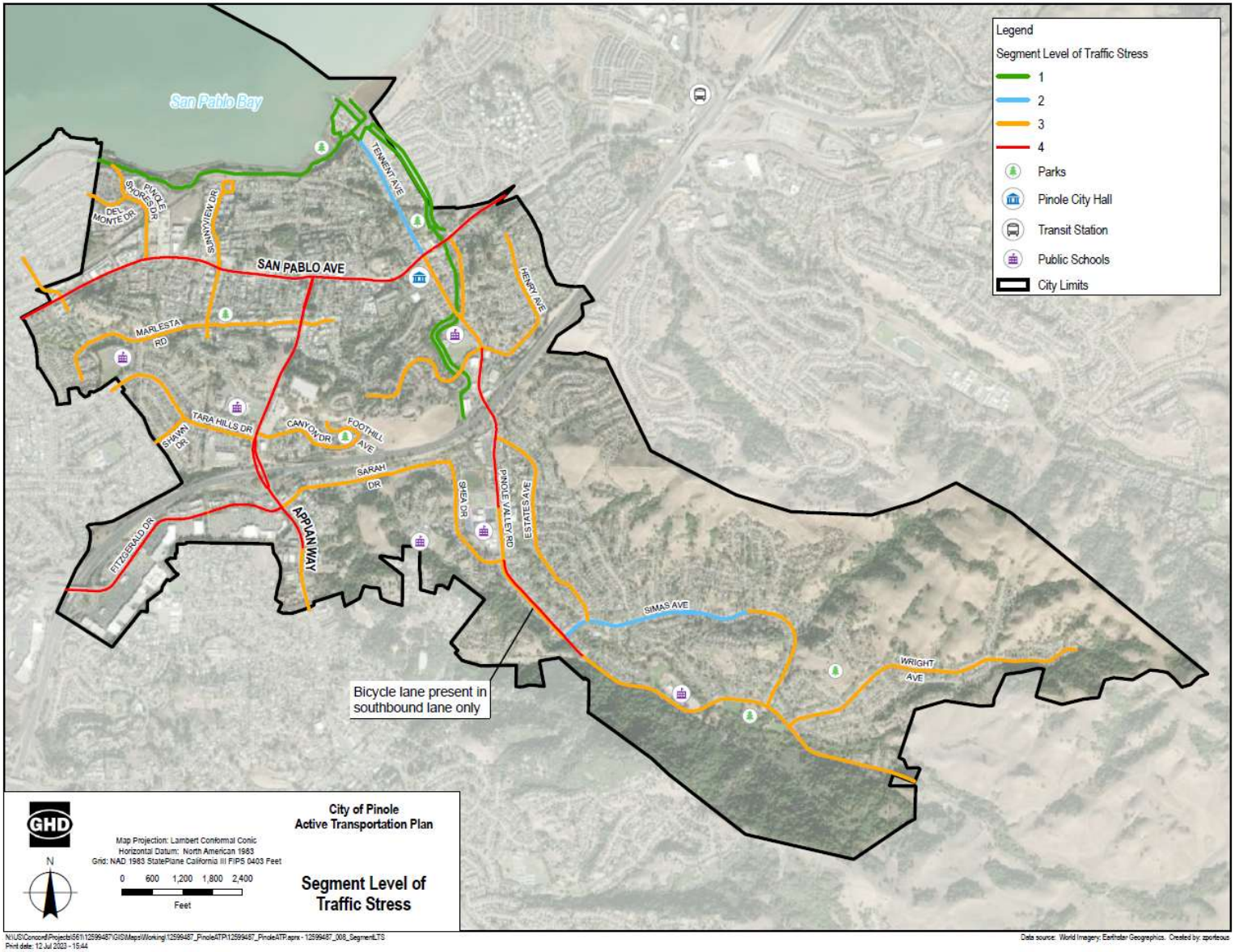


Image created by GHD, using PBOT data

Figure 6: Existing Bicycle LTS Map



Safety

Collision data involving people walking and bicycling in Pinole was queried from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS). Eight years of data was evaluated, between January 2015 and December 2022. A total of 1,404 collisions were reported within the City of Pinole during this period, 400 of which occurred on local roadways.

There were nine bicycle-involved collisions during this period. Of these, four collisions resulted in visible injury, two collisions resulted in injury with complaint of pain, and three collisions resulted in property damage only. The Primary Collision Factors (PCF) for these collisions included improper turning, automobile right of way, pedestrian right of way, and wrong side of road. Reported bicycle collisions occurred entirely on only five local roadways: Appian Way, Fitzgerald Drive, San Pablo Avenue, Tennent Avenue, and Pinole Valley Road. Four of the nine reported bicycle collisions occurred when lighting conditions were dark with streetlights illuminated.

There were 13 pedestrian-involved collisions during this period. Of these, two collisions were fatal, two collisions resulted in severe injury, two collisions resulted in visible injury, and seven collisions resulted in injury with complaint of pain. The PCFs for these collisions included pedestrian right of way, pedestrian violation, unsafe speed, traffic signals and signs, other improper driving, and unknown. Reported pedestrian collisions occurred mostly (62 percent) at intersections, with a small number of intersections establishing pedestrian collision hot spots: San Pablo Avenue at Tennent Avenue, Tennent Avenue at Pear Street, Fitzgerald Drive near Appian Way, and Pinole Valley Road near I-80. Most of the reported pedestrian collisions occurred in daylight.

Relevant Plans and Programs

This section provides an overview of relevant plans and programs.

City of Pinole General Plan (2010)

Pinole's General Plan identifies the community's vision for the future and provides policy guidance for future city development, including decisions on growth and conservation of open space and resources in Pinole. The General Plan is intended for use by City decision-makers, City staff, community members, and other interested groups as a guide to future land use and economic development through its goals, policies, and actions. Relevant Elements of the General Plan are summarized below.

Circulation Element

The Circulation Element of the General Plan provides maps, goals, policies, and actions aimed at creating and maintaining a multimodal transportation system in the City and avoiding sprawl. This element supports energy efficient transportation choices by prioritizing safety improvements for people bicycling and walking and supporting transit via focused development along high-capacity transportation corridors. It also establishes programs to reduce single occupancy vehicle commute trips.

Relevant policy priorities include building the transportation system in conjunction with sustainable land use practices, promoting and supporting alternative transportation through infrastructure and non-infrastructure efforts, and prioritizing safety and funding for alternative transportation.

Growth Management Element

The Growth Management Element sets policies to guide growth in Pinole and establishes how the City collaborates on transportation and land use planning regionally. It encourages future growth along main travel corridors as well as areas easily served by transit. Relevant policy priorities include setting service standards for alternative transportation modes, providing safe

and accessible transit to all, encouraging hiking and biking trails, and prioritizing trips within Pinole as opposed to trips that cut through the City.

Land Use and Economic Development Element

The Land Use and Economic Development Element use goals, policies, and actions to create a framework for Pinole to continue to grow with a healthy mix of land uses while keeping its strong sense of community identity and supporting its historic roots and culture. This element's land use designations guide future growth and demand on the City's transportation and mobility system. Relevant policy priorities include maintaining the residential character of the City's neighborhoods by providing active transportation facilities and encouraging affordable housing developments.



Figure 7: Existing Bicycle and Pedestrian Collisions Map

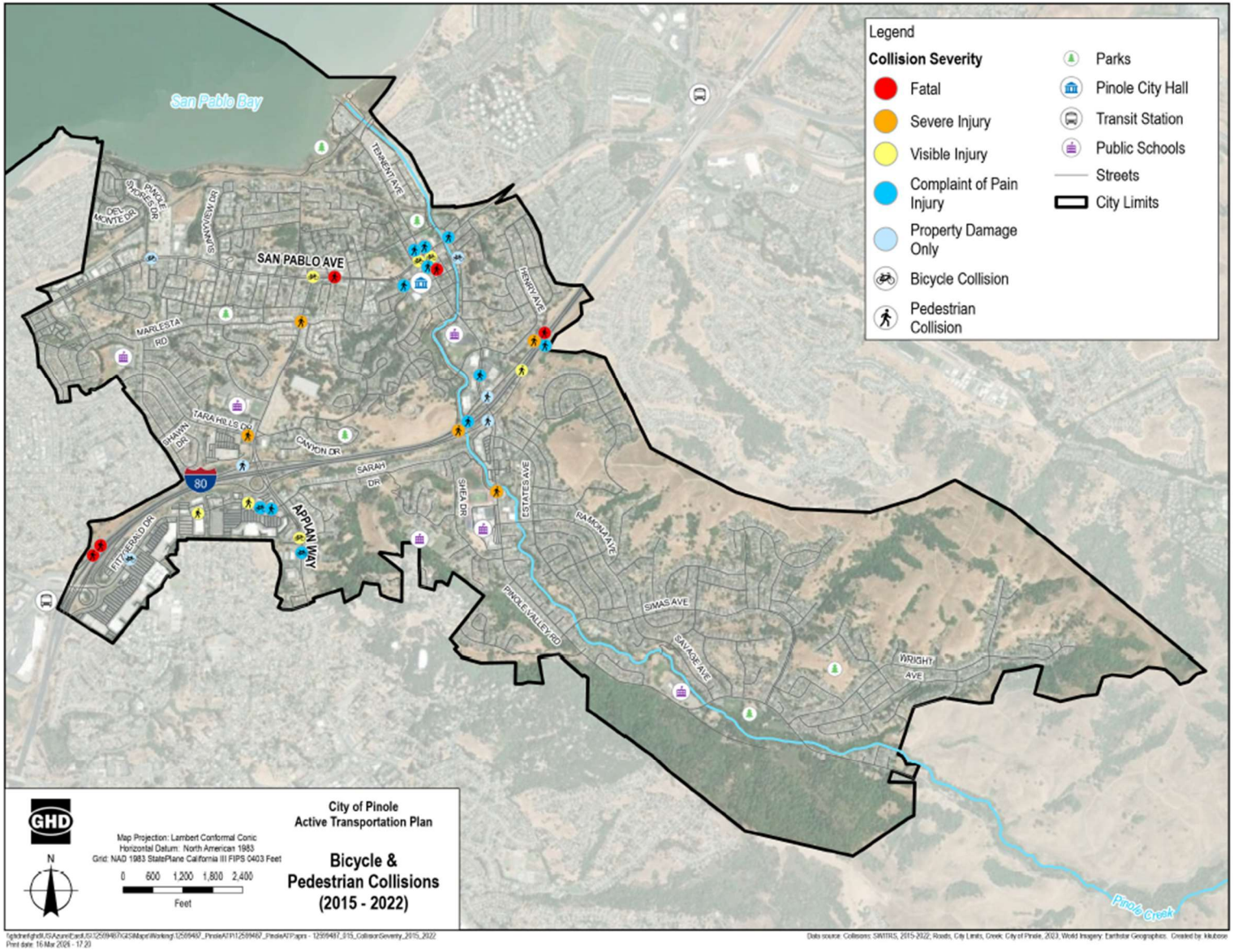
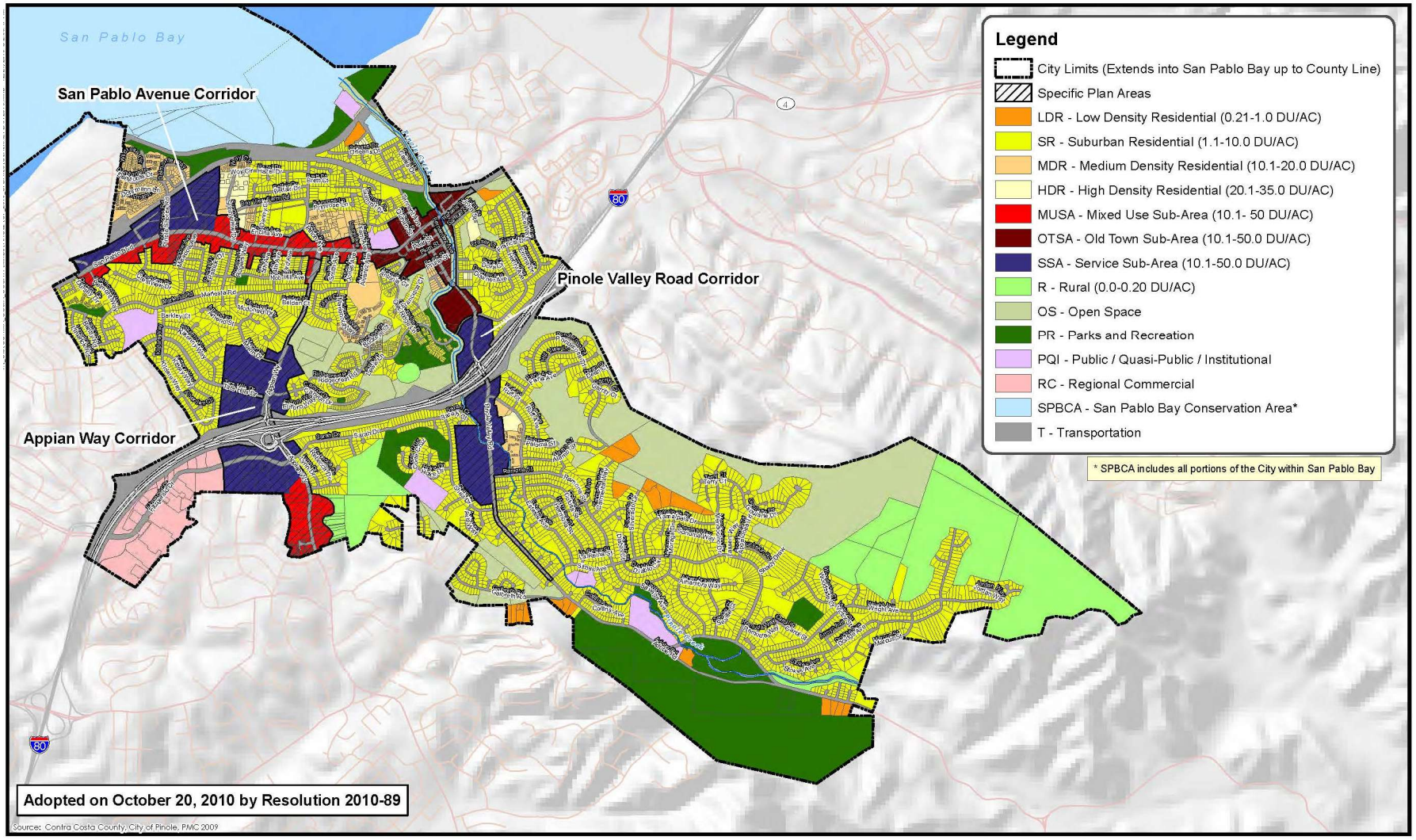


Figure 8: 2010 City of Pinole General Plan – Land Use Map



Natural Resources and Open Space Element

The Natural Resources and Open Space Element seek to protect open space, particularly public open space, in Pinole for recreation and other purposes through its goals, policies, and actions. The contents of this element work together to protect the City's open space and to make it accessible to residents and visitors via trails, bikeways, parks, and other facilities. Relevant policy priorities include creating a comprehensive trail network and encouraging community engagement in open space stewardship.

Community Services and Facilities Element

The Community Services and Facilities Element address how new development will impact City-provided services and facilities, including civic/community; police; fire; parks, trails, open space, and recreational facilities; community health; education; water; wastewater; stormwater; solid waste/recycling; streets; and energy and communication. Relevant policy priorities include ensuring all public buildings and facilities are accessible to all, growing a multi-use trail system, and updating the existing roadway network to improve access to alternative transportation modes while maintaining safe mobility for motorists.

Sustainability Element

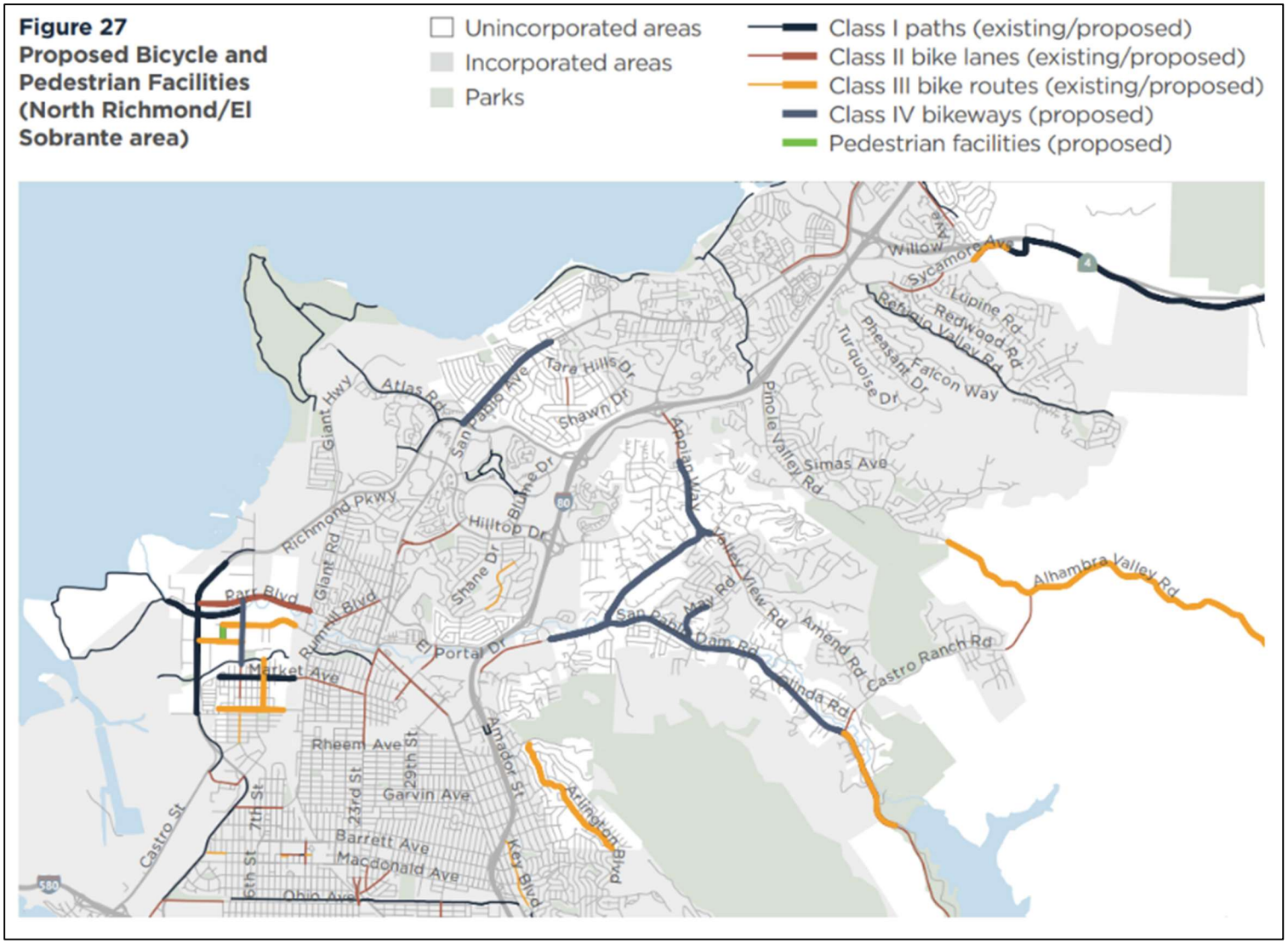
The Sustainability Element articulates existing City sustainable land use programs and policies and describes new goals, policies, objectives, and programs to promote a sustainable future for Pinole. Relevant policy priorities include reducing the heat island effect, reducing vehicle miles traveled, encouraging alternative transportation, improving the alternative transportation network, and engaging the public regarding transportation issues, projects, and processes.

Contra Costa County Active Transportation Plan (2022)

The Contra Costa ATP seeks to improve active transportation in unincorporated County areas by identifying needs and opportunities and prioritizing specific projects for implementation. Goals of the ATP include:

- 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.

Figure 9: Contra Costa ATP - Existing and Proposed Bicycle and Pedestrian Facilities Map



Source: Contra Costa ATP

City of Pinole Local Roadway Safety Plan (2023)

The Pinole Local Roadway Safety Plan (LRSP) is a traffic safety plan that aims to address roadway safety needs and reduce the number of collisions for all modes through local agency collaboration, analysis of traffic safety issues, and prioritization of improvements. All modes and users of all ages and abilities are emphasized throughout the document. Goals of the LRSP include:

- Goal 1: Identify and analyze road safety issues from a systemic perspective and recommend improvements
- Goal 2: Improve pedestrian and bicyclist safety through the application of proven effective countermeasures
- Goal 3: Coordinate the actions of key stakeholders to implement road safety improvements and Emergency response in the City of Pinole
- Goal 4: Continually seek funding for safety improvements
- Goal 5: Ensure that all safety improvements are made in a fair and equitable manner for all residents of the City of Pinole

City of Pinole Five-Year Capital Improvement Plan FY 2025-26 Through FY 2029-30

The Pinole Capital Improvement Plan (CIP) is a document that identifies infrastructure projects, capital expenditures, and funding sources. Relevant projects include yearly road improvements such as ADA facilities, signing and striping, signal upgrades, Safe Routes to School, and traffic calming measures.

Bicycle and pedestrian improvements can be included as part of CIP projects. For example, making changes to pavement marking to enhance pedestrian crossings and add bicycle lanes, and add curb ramps as part of the annual pavement rehabilitation program.

Pinole Creek Watershed Vision Plan (2004)

The Pinole Creek Watershed Vision Plan is a community-led planning document meant to imagine an improved future state for the Pinole Creek Watershed during the Pinole Creek flood control channel redesign project. This plan was a collaborative effort between public, private, and non-profit organizations to provide a local design alternative with broad community support. A relevant goal of the vision plan is to improve recreation opportunities along the creek by upgrading the existing creek trail, providing a usable trail crossing of I-80, enhancing trail crossings of other major roadways to support safety, improving creek access, and adding connections to housing.

City of Pinole Climate Action and Adaptation Plan (CAAP)

The City is currently in the process of developing a CAAP, which will act as a framework and guide for reducing greenhouse gas emissions in Pinole as well as boost local resiliency efforts in response to the effects of climate change. While planning efforts are ongoing, the CAAP's website indicates relevant mitigation methods may include the use of active transportation, like bicycling.

City of Pinole Neighborhood Traffic Calming Policy (2008)

The City's Neighborhood Traffic Calming Policy seeks to use education, enforcement, and engineering to lessen the impact of motor vehicle traffic on residential streets while improving overall community livability. The policy outlines each step in the traffic calming request process, from initial complaint to installation and follow up. It also includes all of the necessary forms required for requestors to notify and engage their neighbors about any traffic-related concerns and/or requested mitigations. Relevant traffic calming tools available through the policy include:

- higher visibility crosswalks
- entrance treatments
- speed humps
- curb extensions/chokers/bulb-outs
- traffic circles and roundabouts
- one-way streets
- median barriers
- semi-diverters or half closures
- diagonal diverters
- cul-de-sacs or street closures
- traffic calming signs

City of Pinole Three Corridors Specific Plan (2010; updated 2020)

The Three Corridors Specific Plan establishes new land use designations, design standards, and transit opportunities along the City's three main transportation corridors: San Pablo Avenue, Pinole Valley Road, and Appian Way.

Future development is encouraged with the goal of reducing trips by single occupancy vehicles. Each of the three corridors are designated as Priority Development Areas, incorporating objectives like supporting transit, pedestrian, and bicycle travel.

Relevant policy priorities include:

- Provide a mobility network that is safe and efficient to move people and goods.
- All future improvements to streets and intersections must prioritize pedestrian and traffic safety.
- Use traffic calming tools to make the Specific Plan Area more pedestrian-friendly, particularly in designated pedestrian priority areas and developments along San Pablo Avenue.
- Ensure the mobility network is improved in the Specific Plan Areas to accommodate future traffic demands.
- Discourage cut-through and truck traffic, especially on streets not designed to accommodate them. The City will take action to discourage through-traffic on local streets.
- San Pablo Avenue, Pinole Valley Road, and Appian Way should accommodate safe passage for pedestrians and bicyclists.
- All Intersections and crossings should be made accessible to all, particularly those with mobility impairments and individuals with no or low vision.
- Street and intersection improvements must conform with this specific plan.
- Other bicyclist enhancements recommended within the specific plan area include developing a bicycle wayfinding system, using advanced bicycle loop detectors, and implementing colored bicycle lanes.

Old Town Pinole Parking & Pedestrian Safety Study (2020)

This study seeks to facilitate efficient parking, improve pedestrian safety, increase connectivity between parking and destinations, and enhance the unique character and pedestrian experience in Old Town Pinole. Relevant study priorities include:

- Improve wayfinding and signage for drivers and pedestrians, particularly to and from area parking facilities.
- Narrow lane widths and remove slip lanes to slow traffic and improve safety.
- Implement new pedestrian facilities to enhance safety, including curb extensions and high visibility crosswalks.
- Close pedestrian network/sidewalk gaps.
- Install more street trees throughout Old Town Pinole.
- Add placemaking elements, including pedestrian scale lighting.

Stakeholder and Public Engagement

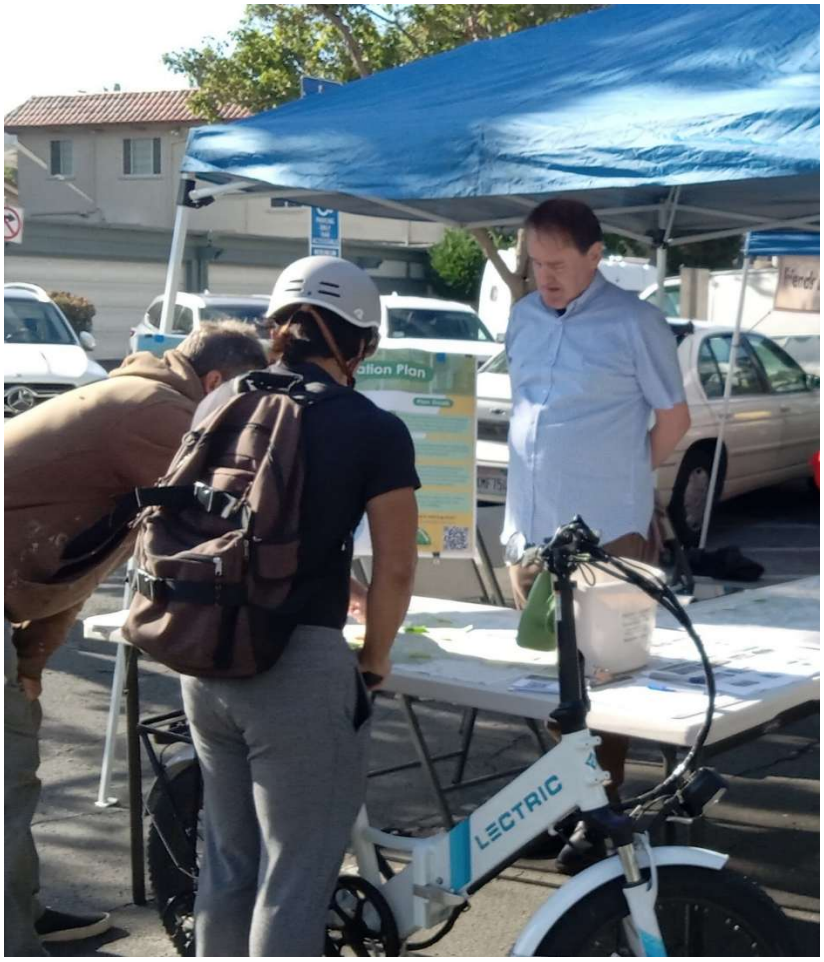
The ATP and its recommendations were shaped through a robust stakeholder and public engagement process.

The public was engaged throughout the planning process in a variety of different ways, including:

- In-person engagement, including pop-ups and a workshop
- Online engagement, including a project website, an interactive map, and online surveys

Stakeholders were engaged as well.

This chapter summarizes the stakeholder and public engagement process. For additional details, see Appendix B.



Community Engagement; Source: GHD

In-Person Engagement

Three in-person engagement events were held throughout the planning process, including two pop-ups held in Fall 2023 and one formal workshop held in July 2024.

Pop-Ups

Two pop-ups were held in Pinole. At each pop-up, the project team had a table, educational materials, and engagement activities where community members could learn about the ATP and provide feedback.

The community expressed concerns about speeding drivers, unsafe pedestrian crossings and barriers to active transportation. When asked about priorities for the ATP, community members chose safety for pedestrians and bicyclists as their top priority, followed by supporting a culture of walking and bicycling and increasing accessibility and comfort.

Engagement materials included:

- Two Project Area Maps, one of the entire study areas and the other of Downtown Pinole, displayed locations of pedestrian and bicycle collisions. Participants identified areas of concern and made location-based comments on sticky notes.
- An Information Board with project's background, goals, and timeline.
- Pedestrian and Bicycle Facility Handouts that highlighted potential infrastructure options.
- A Getting Around Pinole Dot Exercise that asked:
    - 1) What prevents you from walking, bicycling, or rolling (e-bike, scooter, skateboard, etc.) in Pinole?
    - 2) What would you like to prioritize in Pinole? Participants were encouraged to place dots indicated their response to each question.

Materials were printed in both English and Spanish.

Pop-Up 1

The first pop-up was held outside the Peet's Coffee on Pinole Valley Road from 9 am to 1 pm on October 28, 2023. The purpose of the event was to introduce the project to the community, gain feedback about community concerns and familiarize the public with potential active transportation design solutions.

Feedback was gathered from about 25 people during the engagement, and participants generally commented on pedestrian and bicycle safety and recreation access. Comments specifically addressed:

- Challenges crossing Pinole Valley Road. Improved pedestrian crossings near the library (Pinole Valley High School), San Pablo Avenue, and I-80.
- Improved safety around shopping center, specifically for pedestrians walking along Pinole Valley Road.
- Interest in raised crosswalks and RRFBs.
- Improved sidewalks and crossing on San Pablo Avenue, specifically near the senior center (Pinole Valley Road) and Tennent Avenue.
- Wayfinding and maps for bicyclists.
- Maintenance and improvements on Bay Trail.
- Interest in protected bicycle lanes and green paint.
- Bicycle parking at major destinations.



Community Engagement; Source: GHD

Pop-Up 2

The second pop-up was held at the Pinole Farmer's Market on the corner of Tennent Avenue and San Pablo Avenue from 9 am to 1 pm on November 4, 2023. The purpose of the event was to introduce the project to the community, gain feedback about community concerns and familiarize the public with potential active transportation design solutions.

Feedback was gathered from over 60 people during the engagement

One-hundred and twenty responses were provided on the Getting Around Pinole Dot Exercise. When asked what prevents people from walking, bicycling, or rolling, speeding drivers was the most common response, followed by difficulty crossing major streets followed by difficulty crossing major streets, physical barriers, freeways, railroad crossings. Participants prioritized safety for pedestrians and bicyclist, support a culture of walking and bicycling, and an increase accessibility and comfort.

Thirty-eight sticky note comments were made on the two project area maps. Approximately half of the comments on the map of downtown Pinole were concerns of low bus frequency and the need for improved transportation/connection. Participants also commented about high vehicle speeds, and pedestrian safety, specifically vehicles not yielding to pedestrians. New crosswalks were requested on both maps. Facilities for accessibility and roadway improvements were also recommended.



Community Engagement; Source: GHD

Workshop

A workshop was held on July 11, 2024, and provided an opportunity for the community to comment on the ATP. The event took place at the Pinole Senior Center from 6 to 8 pm.

The workshop included draft concept plans along San Pablo Avenue, Pinole Valley Road / Tennent Avenue, Appian Way, and Fitzgerald Drive. Additionally, a round table discussion was held to facilitate conversation about the recommendations.

Comments left on the boards included:

- Safety concerns regarding how bicyclists would turn from the two-way bikeways at intersections
- Concerns about removing parking on Tennent Avenue, specifically regarding the impacts to the church and school
- How the City will decide which side of the street will have parking, and which side will have bikeways on roadways where two-way bicycle facilities are recommended
- Support for slowing traffics speeds along Appian Way as drivers exit I-80

Online Engagement

To further engagement and public input, a project website was created and hosted an interactive map and online surveys for community members to give feedback throughout the planning process.

Project Website

A project website was developed, which included project background, ways to get involved, examples of existing active transportation infrastructure, examples of potential improvements, a project timeline, upcoming and past workshops, project documents, and a contact form.



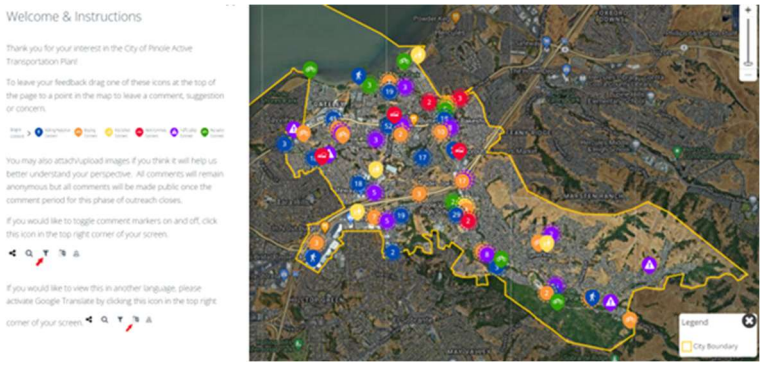
Project Website

Interactive Map

An interactive map tool was available on the project website, which allowed users to place location-specific comments and concerns (or digital pins) on a map. The pins were categorized by comment type: Walking/Pedestrian Comment, Bicycling Comment, Kids/School Comment, Work/Commute Comment, Traffic Safety Comment, and Recreation Comment. Users were able to view and respond to pins by others, including voting on pins through a "like" or "dislike" feature. The tool accepted input from 2023 through 2024.

Over 500 comments were received. For more details, see Appendix C.

Mostly, the comments were related to crossings and intersections at 49%, bicycle connections and separation at 18%, and vehicle speed and traffic safety at 16%.



Interactive Map

Online Transportation Survey

An online transportation survey was available on the project website. The survey gathered information about participants' travel patterns, barriers to active transportation, and prioritization of improvements to the transportation network. The survey gathered 102 responses from the public.

A majority of survey respondents own property in Pinole, while others work, rent, own a business and/or go to school in the area.

Survey respondents most often said they drove once or multiple times a day (67%). A large portion of respondents reported walking with 47% walking once or more a day and 45% walking at least a few times per month. Fewer respondents reported riding a bicycle, or skateboard, and a majority of those who did rode a few times a month. Carpooling and taking public transit in pinole is less common. More than half of respondents reported never carpooling (52%) and almost 75% reported never using public transportation

Pedestrians reported shorter trips between 1 and five miles to be most challenging. Bicyclists reported longer trips over five miles to be most challenging, but also reported being challenged by shorter trips. Many respondents said no length of bicycle trip was challenging. Respondents reported a disconnected sidewalk or bike path network and poor quality of pedestrian or bike infrastructure posed the greatest challenges when walking and bicycling in Pinole

Online Concept Survey

An online concept survey was created to gather community input on the draft concept plans presented at the in-person workshop. Commenters were instructed to vote how much they liked each concept and were allowed provide written feedback and upvote other comments.

Generally, commenters favored Class IV separated bikeways over other bikeways. Some commenters expressed concern about road diets and traffic congestion. Other commenters expressed support for road diets and traffic calming.

Other Stakeholders

A Community Engagement Committee (CEC) was convened to assist the City in reviewing the public participation plan for the ATP, choosing dates/locations for workups and pop-up events, sharing information about the ATP and workshops with community members and stakeholders, as well as participating in other task related to engagement. The CEC met four times virtually throughout the course of the project and voiced support for traffic calming and low-stress bikeways.

The City shared the draft plan with the Traffic and Pedestrian Safety (TAPS) Committee and multifamily housing properties. At the December 11, 2024 TAPS Meeting, comments on the draft plan were provided.

Additionally, the City displayed the draft concept plans at Pinole City Hall and held an interdepartmental City staff meeting to discuss the ATP, in which representatives from the Pinole Police Department were present.

For additional details, see Appendix B and C.

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Recommendations



This section presents the recommended bicycle and pedestrian infrastructure improvements, as well as the recommended non-infrastructure improvements.

- Infrastructure improvements are the physical changes that build a connected, comfortable, and safe bicycle and pedestrian network. Infrastructure improvements include site-specific bicycle and pedestrian projects.
- Non-infrastructure improvements are the programs or policies that aim to encourage active transportation and support safety along the bicycle and pedestrian network.

A toolkit of improvements is provided in Appendix D. The toolkit provides details on a variety of available infrastructure and non-infrastructure improvement types, as well as wayfinding and amenity options for consideration.

The recommended improvements were identified based on the existing conditions analysis, stakeholder and community feedback, and City staff input.

This section also presents the preferred concept plans.

Types of Bicycle Facilities

This section describes the different bicycle facility types, as well as typical bikeway dimensions. Bikeway design standards are derived from *Caltrans Design Information Bulletin (DIB) 94 Complete Streets: Contextual Design Guidance*, *Caltrans DIB 89-01 Class IV Bikeway Guidance,* and the *Caltrans Highway Design Manual (HDM)*.

Class I Shared-Use Paths

Class I bikeways (shared-use paths) are exclusive walking and bicycling facilities where motor vehicles are prohibited.

Per DIB 94 (Table 5.1.1), for Class I (Two Way), the minimum/preferred width is 10-12 feet.

Per HDM 1003.1 (Class I Bikeways):

- Traveled Way—the minimum paved width for travel way for a two-way bike path shall be 8 feet (10-foot preferred).
- Shoulder—a minimum 2-foot-wide shoulder (3 feet where feasible) shall be provided adjacent to the traveled way of a bike path when not on a structure.
- Bike Paths Parallel and Adjacent to Streets and Highways—the minimum separation between the edge of traveled way of a bike path and the edge of traveled way of a parallel road shall be 5 feet plus the standard shoulder width.

Class II Bicycle Lanes

Class II bikeways (bicycle lanes) are striped lanes for bicyclists that provide a designated space for bicyclists within the roadway, helping to define where motorists and vehicles are. Bike lanes are distinguished using color, lane markings, signage, and intersection treatments. Class II bicycle lanes may be buffered to provided visual separation between bicyclists and vehicles.



Class I shared-use path. Source: GHD.



Class II buffered bicycle lane. Source: GHD.

Per DIB 94 (Table 5.1.2):

- For Class II, adjacent to edge of pavement/curb/parking (exclusive of the gutter), the minimum width is 5-7 feet.
- When provided, buffers adjacent to Class II should be a minimum of 2 feet (2-4 feet preferred).

Class III Bicycle Routes and Bicycle Boulevards

Class III bicycle routes are designated routes for bicyclists within roads, where bicyclists share the road with motorists, indicated by signage or a painted "sharrow." These features enhance motorists' awareness of bicyclists' presence. They are most appropriate on lower speed roads.

Class III bicycle boulevards are roads designed for bicycle traffic, with traffic calming strategies aimed at slowing vehicle speeds. Bicycle boulevards can be considered near destinations or along routes frequented by vulnerable road users, such as children and families.

The City may consider customized signage for bicycle routes and bicycle boulevards. In place of bicycle routes, the City may consider bicycle boulevards.

Class IV Separated Bikeways

Class IV separated bikeways are on-street bicycle facilities with a physical barrier, between the bikeway and motor vehicle lanes. Bikeways may be separated by a variety of buffers including bollards, a concrete curb, a parking lane, planters, and more. Separated bikeways may be one-way or two-way.

Per DIB 94 (Table 5.1.3 and Table 5.1.4, respectively):

- For Class IV (One Way), between curb and buffer, the minimum width is 5-8 feet (preferred width is 6-8 feet).
- For Class IV (Two Way), between curb and buffer, the minimum width is 9-12 feet (preferred width is 10-12 feet).



Class III bicycle route. Source: GHD



Class IV separated bikeway. Source: GHD.

Per DIB 89-01 (Figure 2):

- For Class IV (One Way), for on-street parking separated bikeway on street, the bikeway width is 5 feet minimum (7 feet preferred) and the buffer width is 3 feet minimum (5 feet minimum if accessible parking).
- For Class IV (One Way), for no parking separated bikeway on street, the bikeway width is 5 feet minimum (7 feet preferred) and the buffer width is 2 feet minimum (3 feet preferred).

DIB 89-01 also notes that, for Class IV (Two Way), the same width as Class I should apply.

NACTO

The *NACTO Urban Street Design Guide* provides a comprehensive set of design guidelines for pedestrian and bicycle facilities. The guide includes principles for designing complete streets, which are streets that provide safe and accessible travel for all users. This guide also was used for guidance.

Bicycle Network Improvements

The recommended bicycle network improvements are shown in Figure 10. These improvements include the bikeway projects and bicycle crossing projects.

Development of the bicycle network focused on the existing bikeways, providing improvements to the bicycle facility type, and connecting gaps in the bikeway network. Bicycle facility types were selected in accordance with state and local guidance, as well as street right-of-way and other considerations. Additionally, feedback from the City, prior planning efforts, and local knowledge informed bicycle facility selection.

Connectivity to regional bikeways also was considered. Two existing Class I shared use paths span the length of the City and provide a backbone for the bicycle network. On the northern end of the City, the existing Bay Trail is a shoreline path connecting Pinole to the greater region. The existing Pinole Creek path begins near the Bay Trail and runs south parallel to Pinole Valley Road, terminating just before I-80.

Connectivity to transit and key destinations also was considered. Pinole sits between two transit hubs.

- The Hercules Hub is a regional housing and transportation development that will be located along the Bayfront in the City of Hercules. The Hercules Hub is expected to generate transit ridership and connect to other transit services, such as bus, carpool, ferry, and rail.
- The Richmond Parkway Transit Center is located at Richmond Parkway and Blume Drive, just west of I-80 in the City of Richmond. There is also a Park and Ride lot at the Richmond Parkway Transit Center.

The bikeway projects list below include connectivity to key destinations within the City, regional bikeways, and transit.

Bikeways

As shown in Table 3, there are 24 bikeway projects. Proposed on-street bikeways include Class II buffered bicycle lanes, Class III bicycle routes[1], and Class IV separated bikeways. Where feasible, more robust facilities are recommended. Proposed off-street bikeways include Class I multi-use paths, extending existing bikeways along the Bay Trail and Pinole Creek.

The existing bikeway network is 10 miles, comprised mostly of scenic multi-use paths along San Pablo Bay and Pinole Creek.

[1] The City may consider additional Class III facilities on local streets, depending on community needs and abutting land uses.

The proposed bikeway network would be 19 miles, including 16,813 feet (3 miles) of Class IV bikeways along Appian Way, Pinole Valley Road, San Pablo Avenue, and Tara Hills/ Canyon Drive.

San Pablo Avenue is recommended to be improved to a Class II buffered bicycle lane and a Class IV separated bikeway.

Pinole Valley Road is recommended to be improved to a Class II buffered bicycle lane and a Class IV separated bikeway.

Class II buffered bicycle lanes and Class IV separated bikeways add buffers to bike lanes, which allow the rider to feel safer with a physical barrier between vehicle traffic. These lower the stress a biker may feel on the roadway and lower potential multi-modal conflicts.

Figure 10: Recommended Bicycle Network Improvements

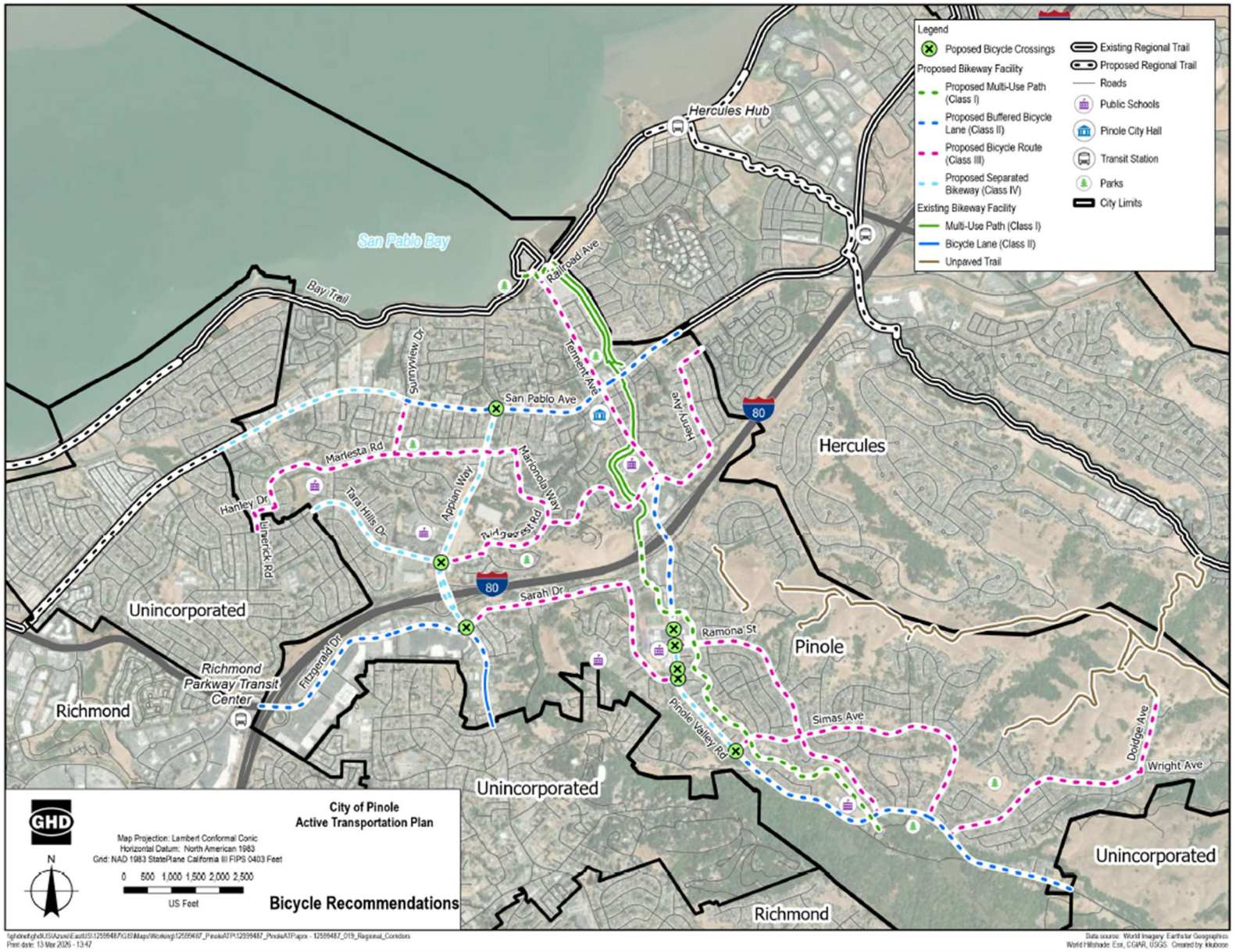


Table 3: Bikeway Projects

Bikeway #	Primary Road	Start Road	End Road	Project Description
1	Appian Way	San Pablo Ave	Fitzgerald Dr/Sarah Dr	Class IV
2	Appian Way	Fitzgerald Dr/Sarah Dr	220 ft s/o Michael Dr	Class II Buffered
3	Connector Trail (Pinole Creek Trail)	Pinole Creek (n/o I-80)	Pinole Creek (near Ellerhorst Elementary School)	Class I
4	Doidge Ave	Wright Ave	End of Wright Ave	Class III
5	Fitzgerald Dr	Western City Limit (I-80 Overpass)	Appian Way	Class II Buffered
6	Hanley Dr	Marlesta Rd	Limerick Rd	Class III
7	Limerick Rd	Hanley Dr	Tara Hills Dr	Class III
8	Marionola Way	Marlesta Rd	Henry Ave/Ridgecrest Rd	Class III
9	Marlesta Rd	Hanley Dr	Marionola Way	Class III
10	Pinole Valley Rd	Henry Ave	Pinole Valley High School	Class II Buffered
11	Pinole Valley Rd	Pinole Valley High School	Simas Ave	Class IV
12	Pinole Valley Rd	Simas Ave	Southern City Limit (600 ft s/o Marlin Ct)	Class II Buffered
13	Ramona St/Savage Ave	Pinole Valley Rd	Pinole Valley Rd	Class III
14	Ridgecrest Rd/Henry Ave	Appian Way	Eastern City Limit (130 ft east of Alice Way)	Class III
15	San Pablo Ave	Western City Limit	Sunnyview Dr	Class IV
16	San Pablo Ave	Sunnyview Dr	Eastern City Limit	Class II Buffered
17	Sarah Dr/Shea Dr	Appian Way	Pinole Valley Rd	Class III
18	Simas Ave	Pinole Valley Rd	Pinole Valley Rd	Class III

Bikeway #	Primary Road	Start Road	End Road	Project Description
19	Sunnyview Dr	San Pablo Ave	Marlesta Rd	Class III
20	Tara Hills Dr/Canyon Dr	Western City Limit (230 ft e/o Cornelius Dr)	Appian Way	Class IV
21	Tennent Ave	Railroad Ave	San Pablo Ave	Class III
22	Tennent Ave/Pinole Valley Rd	San Pablo Ave	Ridgecrest Rd/Henry Ave	Class III
23	Tennent Ave/Railroad Ave	San Francisco Bay Trail (w/o Tennent Ave)	Pinole Creek (e/o Railroad Ave)	Class I
24	Wright Ave	Pinole Valley Rd	Doidge Ave	Class III

Table 4: Bicycle Crossing Projects

Bike Crossing #	Primary Road	Cross Road	Project Description
1	Appian Way	Tara Hills Dr / Canyon Dr	Protected Intersection
2	Appian Way	Fitzgerald Dr / Sarah Dr	Protected Intersection
3	San Pablo Ave	Appian Way	Protected Intersection
4	Pinole Valley Rd	Simas Ave	Striping improvements, signal timing improvements
5	Pinole Valley Rd	Shea Dr/Granada Ct	Striping improvements, signal timing improvements
6	Pinole Valley Rd	Estrella Ct	Striping improvements, signal timing improvements
7	Pinole Valley Rd	Ramona St	Striping improvements, signal timing improvements
8	Pinole Valley Rd	Pinole Valley High School	Striping improvements, signal timing improvements

Bicycle Crossings

As shown in Table 4, there are eight bicycle crossing projects.

Three bicycle crossing projects are protected intersections along Appian Way, to accommodate the Class IV separated bikeway. Protected intersections lower traffic stress by allowing bicyclists to cross one leg of traffic at a time with pedestrians, rather mixing with traffic to access the left turn pocket. They do this by providing a painted or physically protected space at each corner of the intersection for bicyclists to wait for the light.

Five bicycle crossing projects are striping and signal timing improvements along Pinole Valley Road, to accommodate the Class IV separated bikeway. The Class IV separated bikeway could be a two-way bikeway on the east side of the street, which would require accommodations at the signalized intersections.



Protected intersection. Source: GHD.

Pedestrian Network Improvements

The recommended pedestrian network improvements are shown in Figure 11. These improvements include sidewalk projects and pedestrian crossing projects.

Sidewalks

Much of the City has sidewalk coverage, but sidewalk gaps exist on key corridors, such as Pinole Valley Road and San Pablo Avenue. Sidewalk gaps in the pedestrian network disrupts citywide connectivity, discourages active transportation, and specifically disadvantages those with mobility devices, such as a walker, stroller, and/or wheelchair. In some cases, narrow sidewalks or poor sidewalk quality also limit accessibility for users.

As shown in Table 5, there are eight sidewalk projects, which total 12,169 feet.

Sidewalk #3 is along Pinole Valley Road. This project in intended to capture sidewalk gap closures and/or new sidewalks along the south side of the street (from Simas Avenue to Marlin Ct), where sidewalk gaps exist. Most destinations and residences are located on the north side of the street, where the sidewalk is complete. On the south side of the street, there are fewer destinations.

Sidewalks #4, #5, #6, and #7 are along San Pablo Avenue. This is a key transportation corridor in Pinole and is also identified for bicycle network improvements. Adding sidewalks to this street will create a more complete multimodal corridor that better connects residents to their destinations.

Sidewalks #2, #7, and #8 will require coordination with other jurisdictions (i.e., Caltrans, the City of Hercules, and the California Public Utilities Commission, respectively). These projects provide pedestrian connectivity to key destinations beyond the City of Pinole.

Pedestrian Crossings

In the City, pedestrian crossing infrastructure mostly is comprised of standard and high visibility crosswalks. In some cases, limited or unsafe crossing conditions, especially on arterial roadways, limit pedestrian connectivity. During community engagement, residents expressed crossing safety concerns, stating issues with visibility, a lack of curb cut-outs, accessibility, and safety.

Pedestrian crossing projects were identified based on the feedback received from the community and an analysis of collision history. Collision hotspots included intersections along San Pablo Avenue, Appian Way, and Pinole Valley Road near I-80. Pedestrian crossing projects were also considered near key destinations that generate high levels of pedestrian activity, such as Tennent Avenue, or where vulnerable road users are present, including schools.

As shown in Table 6, there are 23 pedestrian crossing projects. Pedestrian crossing projects are spread throughout the City, with a density of projects along San Pablo Avenue and Pinole Valley Road. Key improvements include human activated flashing beacons (i.e., rectangular rapid flashing beacons (RRFBs)), high visibility crosswalks, leading pedestrian intervals (LPIs), bulbouts, and right-turn slip lane removals. These improvements generally improve pedestrian visibility and encourage yielding.

For Pedestrian Crossing #13, the City has commenced preliminary engineering (PE) for the bridge. PE is anticipated to be completed in two phases due to funding limitations. The City has received initial funding from the Caltrans Highway Bridge Program; however additional funds may be needed. This project was included, as this bridge is an integral part of the area's transportation network. It is anticipated that the project will accommodate bicycle and pedestrian facilities.

Table 5: Sidewalk Projects

Sidewalk #	Primary Road	Start Road	End Road	Length (ft)	Project Description
1	Appian Way	265 ft south of Michael Dr	City Limits (Dalessi Ln)	734	Sidewalk (east side)
2	Richmond Parkway	Blume Dr	475 ft e/o I-80 NB off ramp	1,400	Sidewalk (south side)
3	Pinole Valley Rd	Simas Ave (s/o Potrero Ct)	City Limits (s/o Marlin Ct)	7,528	Sidewalk (south side)
4	San Pablo Ave	Western City Limit (130 ft w/o Golden Gate Park)	Dursey Dr	480	Sidewalk (north side)
5	San Pablo Ave	3rd Ave	2nd Ave	297	Sidewalk (north side)
6	San Pablo Ave	Alvarez Ave (80 ft e/o Alvarez Ave)	Oak Ridge Rd	515	Sidewalk (north side)
7	San Pablo Ave	RR Undercrossing (900 ft w/o Hercules Ave)	Hercules Ave	1,028	Sidewalk (south side)
8	Tennent Ave	n/o RR crossing (n/o Railroad Ave)	s/o RR crossing (n/o Railroad Ave)	187	Sidewalk (west side)

Table 6: Pedestrian Crossing Projects

Ped Crossing #	Primary Road	Cross Road	Project Description
1	Fitzgerald Dr	Best Buy Parking Lot	High visibility crosswalks, remove sidewalk spur
2	Fitzgerald Dr	Jovita Ln	Curb return with ramp (4), high visibility crosswalks
3	Pinole Creek Trail	Henry Ave	Curb extension (2), high visibility crosswalks, RRFB
4	Pinole Valley Rd	I-80 NB Ramps	High visibility crosswalks, LPI
5	Pinole Valley Rd	I-80 SB ramps	High visibility crosswalks, LPI
6	Pinole Valley Rd	Estates Ave	Curb return with ramps (3), high visibility crosswalks, LPI
7	Pinole Valley Rd	Pinole Creek	RRFB
8	Pinole Valley Rd	Pinole Valley High	High visibility crosswalks (9)
9	Pinole Valley Rd	Adobe Rd (w/o Savage Ave)	Remove free right, square up intersection (e.g., sidewalk, curb/gutter, bulb-out (half corner), curb return with ramp)
10	Pinole Valley Rd	Savage Ave	Curb extensions (2), bulb-outs (2), curb return with ramp (1), high visibility crosswalks, RRFB
11	Pinole Valley Rd	Simas Ave	Curb return with ramp (2), high visibility crosswalks, curb extension (1)
12	Pinole Valley Rd	Adobe Rd (s/o Wright Ave)	Curb extensions (2), high visibility crosswalks
13	San Pablo Ave	BNSF Railroad	Bridge
14	San Pablo Ave	640 San Pablo Ave	RRFB
15	San Pablo Ave	Fifth Avenue	Pedestrian Hybrid Beacon
16	San Pablo Ave	Tennent Ave	Remove right-turn slip lane (e.g., sidewalk, curb/gutter, curb return with ramp), replace signal equipment (1)
17	San Pablo Ave	Jones Ave/Laurel Ave	RRFB, curb return with ramp (2), high visibility crosswalks
18	San Pablo Ave	3rd Ave	RRFB
19	San Pablo Ave	Walter Ave	Curb return with ramps (4), high visibility crosswalks, stripe centerline on Walter Ave
20	Tara Hills Dr	Kildare Way	Bulb-outs (Full Corner) (4), high visibility crosswalks
21	Tennent Ave	Plum St	Bulb-outs (Full Corner) (4)
22	Tennent Ave	Prune St	Bulb-outs (Full Corner) (4), high visibility crosswalks
23	Tennent Ave	Pear St	Bulb-outs (Full Corner) (4)

Figure 11: Recommended Pedestrian Network Improvements

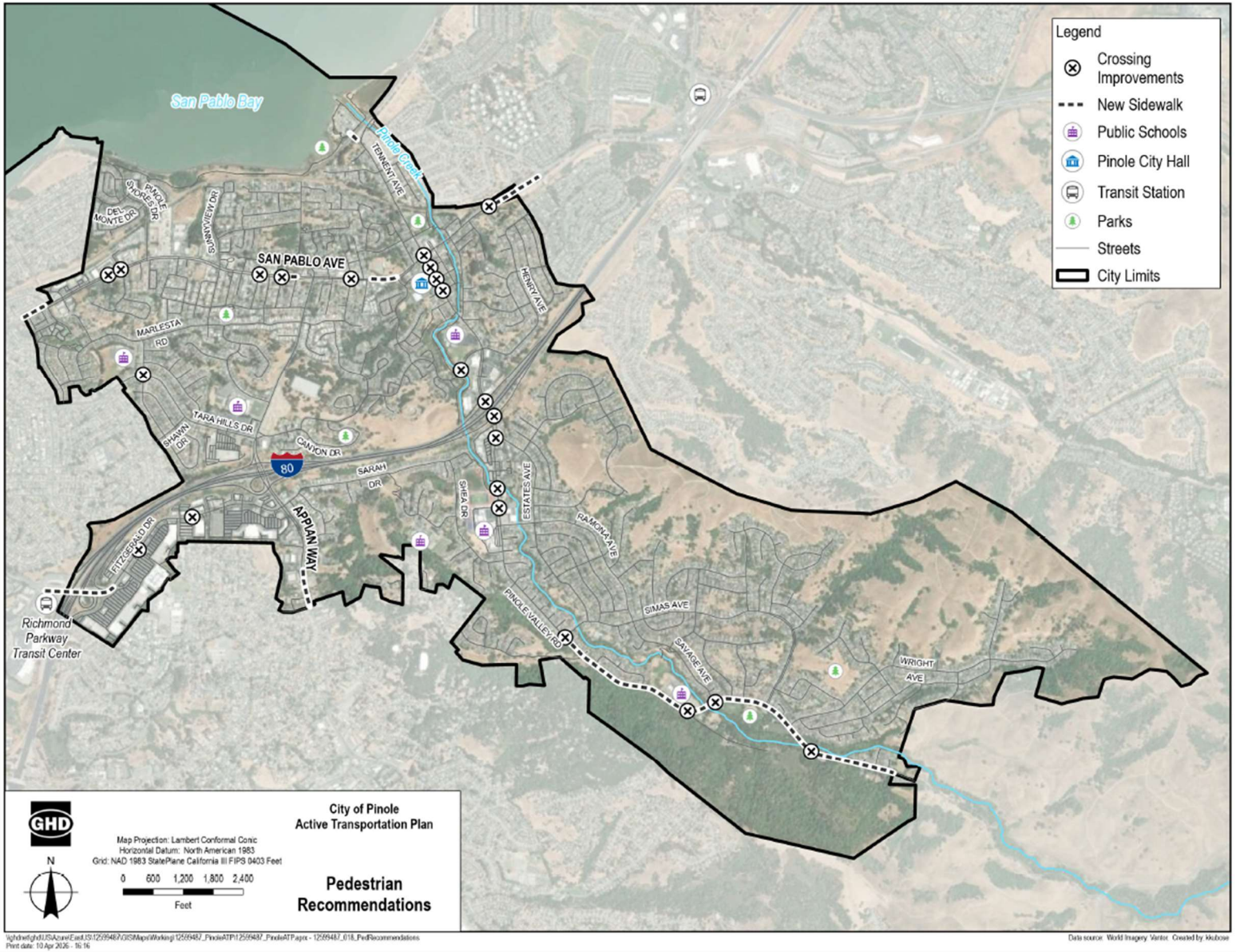


Figure 12: San Pablo Avenue & Tennent Avenue



To calm traffic, improve pedestrian safety, and provide new green space for the community, removal of the right-turn slip lane is recommended at San Pablo Avenue and Tennent Avenue.

Figure 13: Tennent Avenue & Prune Street



Installation of a marked crosswalk and appropriate safety enhancements is recommended across Tennent Avenue and Prune Street to better connect the bridge over Pinole Creek to St. Joseph School.

Non-Infrastructure Programs

Programs support walking and bicycling in a community by sharing information, promoting safety, and fostering a vibrant active transportation culture.

Communities with high rates of walking and bicycling often use a "Five E's" approach, with education, encouragement, evaluation, and equity complementing **engineering** improvements.

- **Education** programs share information about safety, benefits of active transportation, and resources or facilities available in the community. They should address people bicycling, walking, and driving.
- **Encouragement** programs promote bicycling and walking as fun, convenient, and enjoyable modes of transportation and recreation.
- **Evaluation** programs monitor success through counts, surveys, and data review to inform adjustments or modifications to programs, policies, and the built environment.
- **Equity** is a lens through which all programs and infrastructure projects should be viewed to ensure disadvantaged members of the community have access to and benefit from the City's investments in active transportation.

Existing Programs

Traffic and Pedestrian Safety Committee

The Traffic and Pedestrian Safety (TAPS) Committee is a specific undertaking by the Pinole City Council to address pedestrian safety concerns and transportation issues brought by residents and stakeholders. TAP Committee discussions include areas for improvement across the pedestrian and multimodal network, including planning and grant funding activities.

Safe Routes to School

Safe Routes to School (SRTS) programs offer education and encouragement activities intended to increase the number of children who walk or bicycle to school and reduce traffic congestion in school areas. Contra Costa Health's Injury Prevention and Physical Activity Promotion SRTS program works with cities and community-based organizations (CBOs) to encourage children to walk and bike to school as a form of regular exercise and community building.[2] Contra Costa Health coordinates and implements SRTS activities at Crespi Junior High School in El Sobrante and Pinole Middle School through several programs listed below:

- Walk to School Day
- In-Class Presentations and Assemblies
- Leadership Development
- Walking School Buses can address parent concerns by organizing groups of students to walk to school together along a "bus route" with supervision from a parent or other volunteer
- Bike Rodeos offer on-bike skills practice for students and are held either during school as part of an assembly or physical education, or after school
- On-Campus Kiosks promote walking and bicycling
- Bike Helmet Safety Education includes information on the importance of wearing a helmet as well as proper fit and adjusting straps

[2] *https://cchealth.org/injury-prevention/safe-routes.php*

Additionally, the City has an annual SRTS project that provides minor capital improvements to enhance the safety of pedestrians and bicyclists on public roads in school areas. In coordination with the TAPS Committee and the School District, the City will address safety concerns and develop strategies to encourage the use of alternative modes of transportation in the vicinity of schools. SRTS improvements may include enhancements to pavement markings, regulatory and advisory signs, installation of traffic control devices such as RRFBs, and minor concrete improvements.

Pass2Class Free Bus Passes for Students

Regular commutes to and from school aboard transit often include first- and last-mile connections made by walking or rolling. Students in Pinole, as part of Contra Costa County, can receive free transit bus passes as part of the Pass2Class program at the beginning of each school year, reducing traffic congestion and air pollution and encouraging multimodal travel. The 2023 program offers free County Connection, Tri Delta Transit, WestCAT, or AC Transit bus passes for up to two students per household for up to 2 months.[3]

Community Education & Encouragement

Several local entities contribute to educational and encouragement campaigns targeting Pinole residents, such as the City and Bike East Bay, the local bicycle advocacy organization.

- **Bicycle Education Classes** sponsored by Bike East Bay are free classrooms, on-bike, and webinar-based classes on a variety of topics to help community members do more by bike. Class types include "Urban Cycling 101 for Adults and Teens" as well as workshops, family rides, and group rides.[4]
- **Community events and rides** sponsored by Bike East Bay include regular "Try an E-Bike" rides on the Richmond-San Rafael Bridge, Family Cycling Rodeos, and so much more. As a not-for-profit community organization, Bike East Bay seeks to promote healthy, sustainable communities by making bicycling safe, fun, and accessible.

Non-Infrastructure Recommendations

The City already has a history of hosting non-infrastructure programs or working with local partners to improve safety and active transportation. Appendix D provides a list of non-infrastructure recommendations that the City may consider to implement as standalone programs or explore potential partnerships with existing departments, programs, or community groups. The following section highlights few of these programs.

Traffic Safety Educational Campaign

An education campaign uses print and digital media, radio, and television to educate the community about safe driving, bicycling, and walking behavior. The campaign could be used to target behaviors that are particularly prevalent in the City. Education campaigns could target parents specifically through newsletters, online resources, back to school materials, and in-person meetings.

Evaluation and Monitoring

Tracking the progress the City makes on achieving the goals set forth by this ATP is to establish methods for evaluating or monitoring progress on the proposed recommendations. This may include updating to local and regional programs and policies as best practices change, monitoring existing transportation conditions, and staying updated on technological advancements in traffic safety.

An annual report card could assess the City's progress toward the goals and implementation of recommended projects and programs. Annual report cards can also incorporate performance measures and a review of

[3] *https://511contracosta.org/schools/pass2class-program/*

[4] *https://bikeeastbay.org/education*

effectiveness to evaluate costs and benefits of various efforts and adjust investments to maximize results, using metrics such as collision data, program participation data, progress of project implementation, and other relevant metrics to highlight successes and challenges of improving bicycling and walking to school each year.

One way to support the annual report card would be to conduct an annual walk audit or ride-along to identify new opportunities or challenges that may arise in the future as new development and the Plan are implemented. Audit findings could be incorporated into the annual report card.

Potential partnerships to host the program may include the TAPS under the Pinole City Council, or active community or volunteer organizations.

Bike Share and E-Scooter Share Programs

Bike share and E-scooter share programs can provide a convenient way for people to travel to their destinations within the City, especially considering the grade changes in parts of the City. These programs can also augment last-mile transportation to transit and provide connections to neighboring communities and key destinations, such as the future Hercules Hub.

Bicycle Parking

Bicycle racks at convenient locations provide secure places to park and lock bicycles on a short-term basis. Bicycle parking should be sited at level locations that are highly visible to avoid bicycle theft and promote safety, as well as complementary to other amenities, like end of trip facilities. Special care should be taken to comply with accessibility requirements and avoid conflicts with motor vehicles, pedestrians, and mobility devices. Providing sanctioned bike parking in the right locations can help avoid bikes locked to objects such as trees, fences, railings, gutters, light poles, signs, and benches, which may cause maintenance or accessibility issues.

Community Safety Training Programs

Educational programs can be implemented to raise awareness about sharing the road with all types of roadway users with a focus on school-age children, new drivers, and seniors. The City Police and Public Works Departments could work in collaboration with community organizations to offer programs (e.g., Bicycle and Pedestrian Safety Education Program and Traffic Safety Program) that provide free workshops, activities, and safety equipment to residents.

Crash Evaluation Programs

The City could use crash evaluation programs (e.g., Crossroads Software) to assess crash data and improve traffic safety. The City has received and will continue to assess California Office of Traffic Safety (OTS) grants for programs to reduce motor vehicle crashes, injuries, and fatalities.

Preferred Concept Plans

This section presents the preferred concept plans for key corridors, including:

- San Pablo Avenue
- Pinole Valley Road/Tennent Avenue
- Appian Way
- Fitzgerald Drive

The preferred concept plans illustrate potential future roadway modifications to accommodate the recommended bikeways, with final design to be determined and developed by the City in the future.

Development of the preferred concept plans included consideration of stakeholder and public input on the draft concept plans, as discussed in Appendix B and C.

San Pablo Avenue

Class II Buffered Bicycle Lane

Existing San Pablo Avenue at Tennent Avenue is shown in Figure 14.

At this location, a Class II buffered bicycle lane is recommended. (Previously, a Class IV separated bikeway and a Class I shared use path were considered.) The recommended bikeway was selected to both preserve and function alongside on-street parking (both sides of the street), which supports businesses. The recommended bikeway would require a road diet, which is anticipated to provide traffic calming. Old Town Pinole is a key destination in the City, with this portion of San Pablo Avenue providing a Main Street experience.

At this location, the preferred concept plan is shown in Figure 15. In constrained areas (as shown), a Class II bicycle lane may be needed. In the future (e.g., following construction of the San Pablo Avenue Bridge Over Burlington Northern Santa Fe (BNSF) Railroad project), the City may consider other options.

Class IV Separated Bikeway

Existing San Pablo Avenue at Meadow Avenue is shown in Figure 16.

The preferred concept plan is shown in Figure 17. This location was not presented in the draft concept plans but represents an area where a Class IV separated bikeway is feasible. In this area, San Pablo Avenue abuts land uses with on-site (off-street) parking; therefore, the removal of on-street parking (one side of the street) is possible.

Pinole Valley Road / Tennent Avenue

Class IV Separated Bikeway

Existing Pinole Valley Road at Julia Cout is shown in Figure 18.

At this location, a Class IV separated bikeway is recommended. The recommended bikeway is consistent with stakeholder and public input on the draft concept plans, as Future Concept B was the favored concept. To accommodate the recommended bikeway, removal of the southbound bike lane and northbound parking lane would be required (Figure 19).

Class II Buffered Bicycle Lane

Existing Tennent Avenue at Plum Street is shown in Figure 20.

At this location, a Class III bicycle route is recommended. The recommended bikeway would include signage and markings.

During stakeholder and public input on the draft concept plans, Future Concept D was the favored concept. To accommodate Future Concept D, the removal of on-street parking (one side of the street) would be required.

In the future, the City may consider a Class II buffered bicycle lane. For this bikeway, the preferred concept is shown in Figure 21.

Figure 14: Existing San Pablo Ave at Tennent Ave

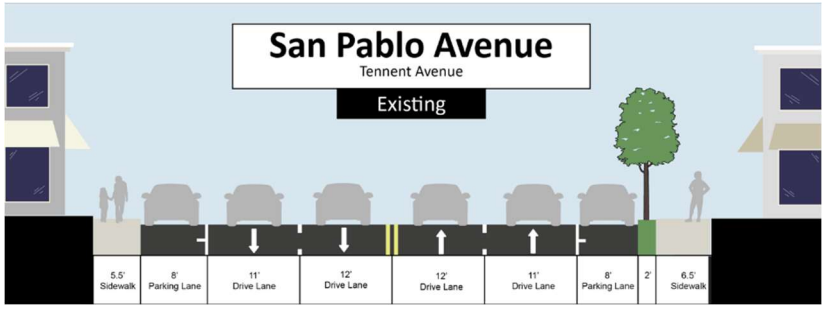


Figure 15: Potential Future San Pablo Ave at Tennent Ave (Preferred)

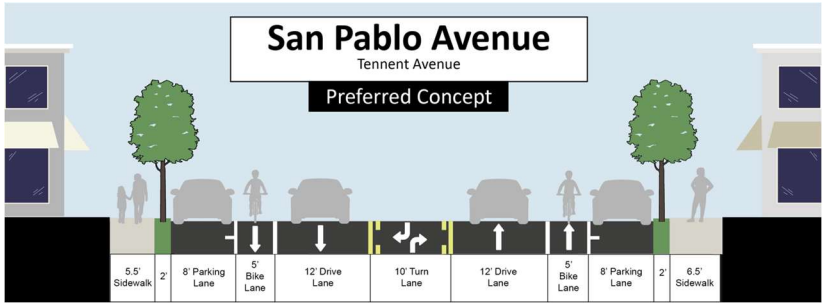


Figure 16: Existing San Pablo Ave at Meadow Ave

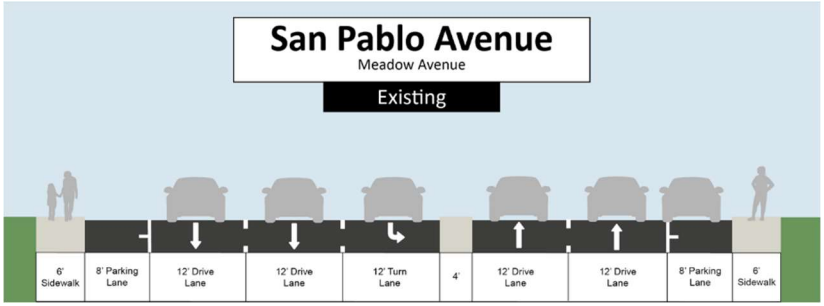


Figure 17: Potential Future San Pablo Ave at Meadow Ave (Preferred)

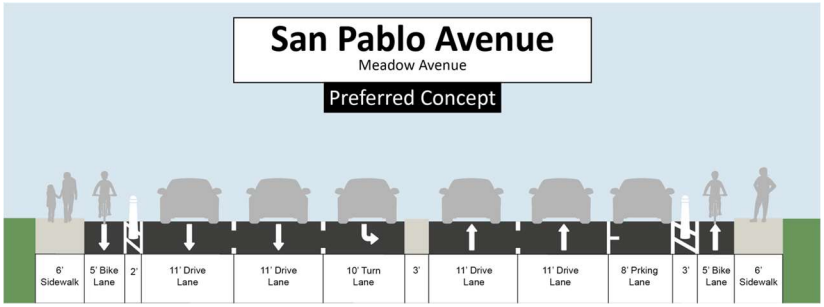


Figure 18: Existing Pinole Valley Rd at Julia Ct

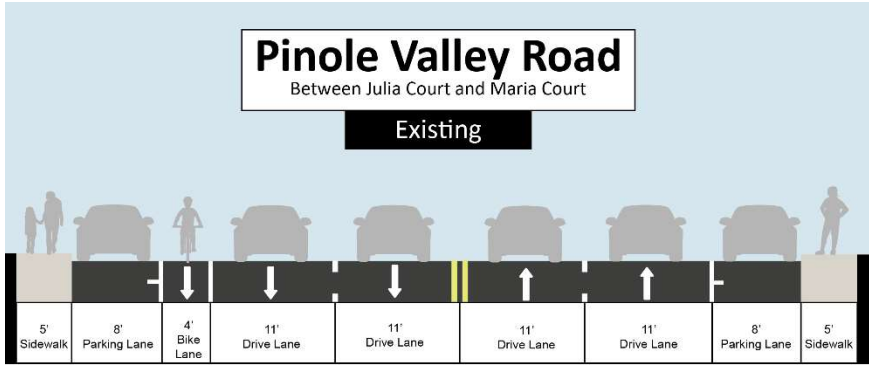


Figure 19: Potential Future Pinole Valley Road at Julia Ct (Preferred)

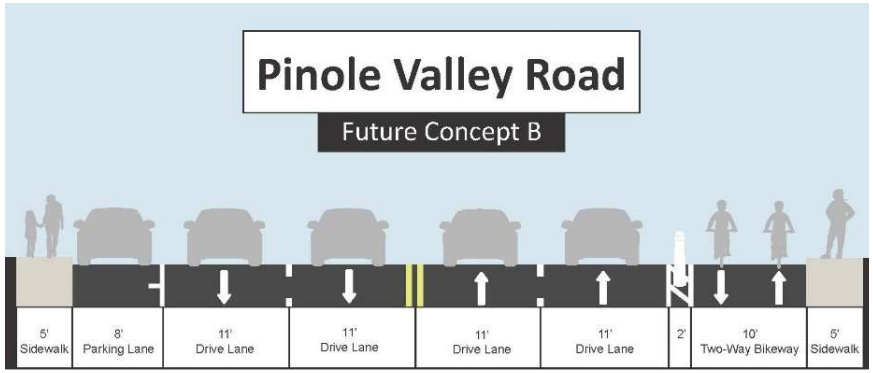


Figure 20: Existing Tennent Ave at Plum St

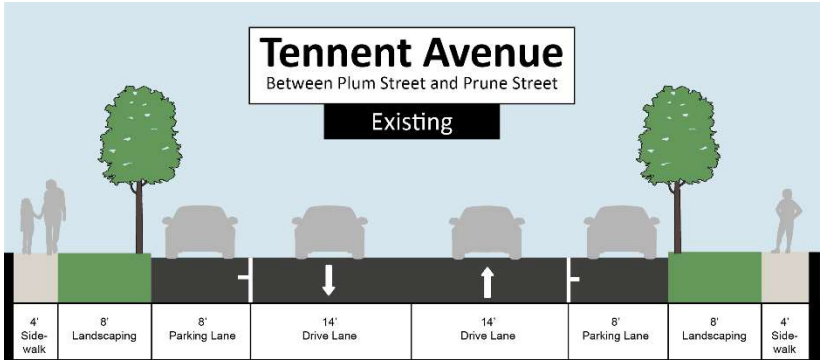
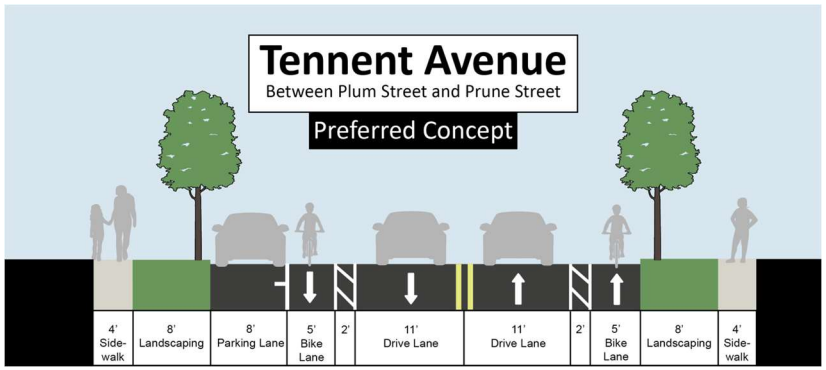


Figure 21: Potential Future Tennent Ave at Plum St (Preferred)



Appian Way

Class IV Separated Bikeway

Existing Appian Way at Belden Court/Mann Drive is shown in Figure 22.

At this location, a Class IV separated bikeway is recommended, with the preferred concept plan shown in Figure 23. The preferred concept does not propose a road diet and would maintain the existing drive lanes.

Fitzgerald Drive

Class II Buffered Bicycle Lane

Existing Fitzgerald Drive at Jovita Lane is shown in Figure 24.

At this location, a Class II buffered bicycle lane is recommended (Figure 25). This is the only bikeway type considered for this location and only one draft concept plan (i.e., Class II buffered bicycle lane) was presented to the stakeholders and the public for input. To accommodate the bikeway, lane widths would be reduced.

Figure 22: Existing Appian Way at Belden Ct/Mann Dr

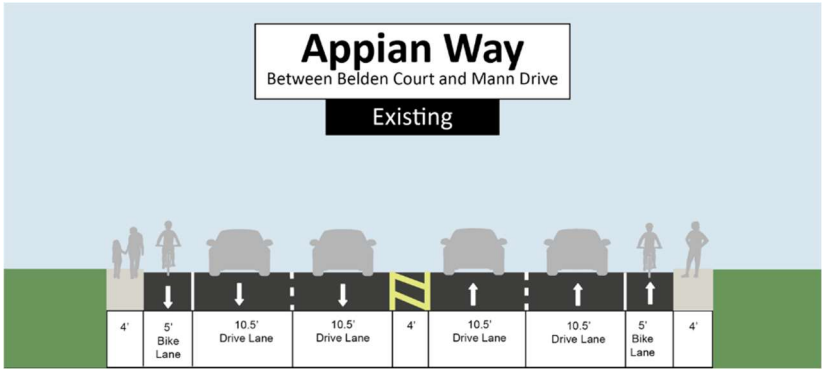


Figure 23: Potential Future Appian Way at Belden Ct/Mann Dr (Preferred)

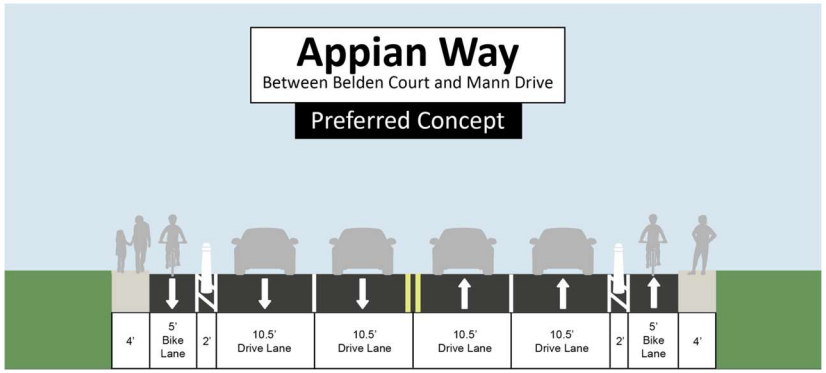


Figure 24: Existing Fitzgerald Dr at Jovita Ln

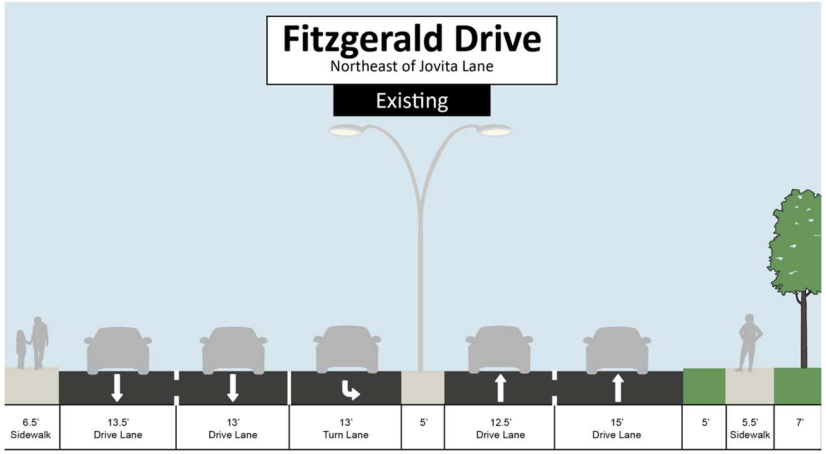
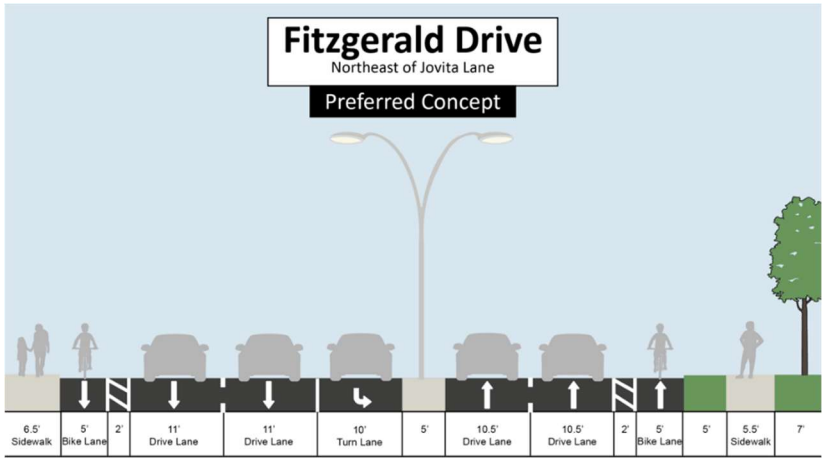


Figure 25: Potential Future Fitzgerald Dr at Jovita Ln (Preferred)



Implementation

The ATP provides project and program recommendations to improve safety and mobility for active transportation users. Implementation of this plan will require community support, political leadership, and significant funding.

This chapter provides a strategy for implementation of the ATP projects.

Implementation Opportunities

The City should consider concurrent roadway projects that may provide opportunities to implement the ATP projects. Beyond project prioritization, there may be opportunities to implement lower-cost and lower-complexity projects in the interim.

Resurfacing

Resurfacing can be a method for implementing projects that only require striping. These projects may include, but are not limited to, Class II Bicycle Lanes, Class III Bicycle Routes and Bicycle Boulevards, high visibility crosswalks, and narrowing travel lanes. Even if these projects are not on the prioritized projects, they may be lower cost and easily implemented with restriping and repaving projects.

Reconstruction

Reconstruction projects, or projects that address roadway issues in a more expansive way than resurfacing, are another way to implement active transportation projects. This may include projects that require roadway reconfiguration and traffic calming, such as curb extensions, Class IV bikeways, raised crosswalks, and more.

Capital Improvement Projects

The *Pinole FY 2025-26 to FY 2029-30 Five-Year CIP* includes a number of existing Streets and Roads projects, including the ADA Transition Plan Update, Traffic Calming Program, SRTSs, Pavement Marking and Signage Upgrade, Pinole Signals Upgrade, Accessibility Improvements, Sidewalk Rehabilitation Program, Road Maintenance Repairs, Safety Improvements on Arterial Roadways, Road Rehabilitation, and San Pablo Avenue Bridge Over BNSF Railroad projects.

These existing projects either include projects or programs in this plan (i.e., the San Pablo Avenue Bridge Over BNSF Railroad project) or could include or incorporate projects or programs in this plan, either in the current or future Pinole CIP.

Cost Estimates

For the projects, planning-level construction cost estimates are provided. The tables below include unit costs for each facility type, and the total estimated cost for the total proposed feet of each facility type.

These cost estimates do not include design, environmental work, right-of-way acquisition, permits, or other pre-construction activities. They do not consider project- or location-specific factors that may significantly affect costs, such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from these cost estimates.

Additional items considered for all cost estimates include:

- Construction Contingency 20%
- Traffic Control 10%
- Erosion and Sediment Control 2%
- Project Contingency 32% (Partial)

If a project includes infrastructure involving earthwork, grading, or concrete improvements, the following items were considered as well:

- Minor Drainage 10%
- Minor Utility Work 10%
- Construction Staking and Layout 5%
- Project Contingency 57% (Full)

For linear projects (e.g., bikeways and sidewalks), contingencies are shown separately. For crossing projects contingencies are included in the individual project cost.

Bicycle Projects

Bicycle projects include bikeways and bicycle crossings.

Bikeways

Bikeways were grouped by type.

Class I and IV were grouped together (due to the infrastructure requirements) and were assigned the full contingency of 57 percent. For these bikeway projects, cost estimates are provided in Table 7 and Table 8.

Class II and III were grouped together (signage and striping only) and were assigned the partial contingency of 32 percent. For these bikeway projects, cost estimates are provided in Table 9 and Table 10.

Bicycle Crossings

For the bicycle crossing projects, cost estimates are provided in Table 11.

Pedestrian Projects

Pedestrian projects include sidewalks and pedestrian crossings.

Sidewalks

For the sidewalk projects, cost estimates are provided in Table 12.

Pedestrian Crossings

For the pedestrian crossing projects, cost estimates are provided in Table 13.

Table 7: Cost Estimates: Class I and Class IV Bikeways

Bikeway #	Primary Road	Start Road	End Road	Cost Estimate
3	Connector Trail	Pinole Creek (n/o I-80)	Pinole Valley Trail (near Contra Costa Fire Station 74)	$4,266,440.61
23	Tennent Ave/Railroad Ave	San Francisco Bay Trail (w/o Tennent Ave)	Pinole Creek (e/o Railroad Ave)	$346,811.49
1	Appian Way	San Pablo Ave	Fitzgerald Dr/Sarah Dr	$474,039.51
11	Pinole Valley Rd	Pinole Valley High School	Simas Ave	$264,639.63
15	San Pablo Ave	Western City Limit	Sunnyview Dr	$332,025.71
20	Tara Hills Dr/ Canyon Dr	Western City Limit (230 ft e/o Cornelius Dr)	Appian Way	$252,841.41

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided.

Table 8: Cost Estimates and Additional Items: Class I and Class IV Bikeways

Item	Quantity (ft)	Unit Price	Total
Class I	9,998	$461.40	$4,613,252
Class IV	16,813	$78.72	$1,323,546
Subtotal			**$5,936,798**
Construction Contingency	20%		$1,187,359.67
Traffic Control	10%		$593,679.84
Erosion and Sediment Control	2%		$118,735.97
Minor Drainage	10%		$593,679.84
Minor Utility Work	10%		$593,679.84
Construction Staking and Layout	5%		$296,839.92
Total			**$9,320,773**

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 57% project contingency depending on the nature of the work.

Table 9: Cost Estimates: Class II and Class III Bikeways

Bikeway #	Primary Road	Start Road	End Road	Cost Estimate
2	Appian Way	Fitzgerald Dr/Sarah Dr	220 ft s/o Michael Dr	$29,262.99
5	Fitzgerald Dr	Western City Limit (I-80 Overpass)	Appian Way	$158,458.41
10	Pinole Valley Rd	Henry Ave	Pinole Valley High School	$93,212.71
12	Pinole Valley Rd	Simas Ave	Southern City Limit (600 ft s/o Marlin Ct)	$251,067.00
16	San Pablo Ave	Sunnyview Dr	Eastern City Limit	$197,667.75
4	Doidge Ave	Wright Ave	End of Wright Ave	$6,172.83
6	Hanley Dr	Marlesta Rd	Limerick Rd	$1,881.64
7	Limerick Rd	Hanley Dr	Tara Hills Dr	$1,435.96
8	Marionola Way	Marlesta Rd	Henry Ave/Ridgecrest Rd	$7,322.34
9	Marlesta Rd	Hanley Dr	Marionola Way	$23,010.51
13	Ramona St/Savage Ave	Pinole Valley Rd	Pinole Valley Rd	$24,477.32
14	Ridgecrest Rd/Henry Ave	Appian Way	Eastern City Limit (130 ft east of Alice Way)	$38,620.98
17	Sarah Dr/Shea Dr	Appian Way	Pinole Valley Rd	$23,965.21
18	Simas Ave	Pinole Valley Rd	Pinole Valley Rd	$25,811.94
19	Sunnyview Dr	San Pablo Ave	Marlesta Rd	$4,565.88
21	Tennent Ave	Railroad Ave	San Pablo Ave	$10,343.78
22	Tennent Ave/Pinole Valley Rd	San Pablo Ave	Ridgecrest Rd/Henry Ave	$8,646.13
24	Wright Ave	Pinole Valley Rd	Doidge Ave	$17,582.37

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided.

Table 10: Cost Estimates and Additional Items: Class II and Class III Bikeways

Item	Quantity (ft)	Unit Price	Total
Class II	23,171	$31.49	$729,668.86
Class III	49,702	$3.90	$193,836.88
Subtotal			**$923,505.74**
Construction Contingency	20%		$184,701.15
Traffic Control	10%		$92,350.57
Erosion and Sediment Control	2%		$18,470.11
Total			**$1,219,027.58**

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% project contingency depending on the nature of the work.

Table 11: Cost Estimates: Bicycle Crossings

Bicycle Crossing #	Primary Road	Cross Road	Cost Estimate
1	Appian Way	Tara Hills Dr / Canyon Dr	$1,334,500.00
2	Appian Way	Fitzgerald Dr / Sarah Dr	$1,334,500.00
3	San Pablo Ave	Appian Way	$1,334,500.00
4	Pinole Valley Rd	Simas Ave	$278,204.00
5	Pinole Valley Rd	Shea Dr/Granada Ct	$278,204.00
6	Pinole Valley Rd	Estrella Ct	$278,204.00
7	Pinole Valley Rd	Ramona St	$278,204.00
8	Pinole Valley Rd	Pinole Valley High School	$278,204.00

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% or 57% project contingency depending on the nature of the work.

Table 12: Cost Estimates and Additional Items: Sidewalks

Item	Quantity	Unit Price	Total
Sidewalks (Linear Foot)	12,169	$380	$4,624,220
Subtotal			**$4,624,220**
Construction Contingency	20%		$924,844
Traffic Control	10%		$462,422
Erosion and Sediment Control	2%		$92,484
Minor Drainage	10%		$462,422
Minor Utility Work	10%		$462,422
Construction Staking and Layout	5%		$231,211
Total			**$7,260,025**

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 57% project contingency depending on the nature of the work. Price per Linear Foot assumes construction of curb, gutter, and 6-foot-wide sidewalk, including sawcut and all base materials.

Table 13: Cost Estimates: Pedestrian Crossings

Pedestrian Crossing #	Primary Road	Cross Road	Cost Estimate
1	Fitzgerald Dr	Best Buy Parking Lot	$60,052.50
2	Fitzgerald Dr	Jovita Ln	$144,942.40
3	Pinole Creek Trail	Henry Ave	$221,448.50
4	Pinole Valley Rd	I-80 NB Ramps	$36,960.00
5	Pinole Valley Rd	I-80 SB ramps	$18,480.00
6	Pinole Valley Rd	Estates Ave	$127,389.80
7	Pinole Valley Road	Pinole Creek	$59,400.00
8	Pinole Valley Rd	Pinole Valley High	$96,096.00
9	Pinole Valley Rd	Adobe Rd (w/o Savage Ave)	$239,903.85
10	Pinole Valley Rd	Savage Ave	$464,060.60
11	Pinole Valley Rd	Simas Ave	$164,355.45
12	Pinole Valley Rd	Adobe Rd (s/o Wright Ave)	$152,996.50
13	San Pablo Ave	RR Undercrossing (900 ft w/o Hercules Ave)	$32,477,454*
14	San Pablo Ave	640 San Pablo Ave	$59,400.00
15	San Pablo Ave	Fifth Avenue	$392,500.00
16	San Pablo Ave	Tennent Ave	$483,528.60
17	San Pablo Ave	Jones Ave/Laurel Ave	$149,715.20
18	San Pablo Ave	3rd Ave	$59,400.00
19	San Pablo Ave	Walter Ave	$148,239.40

20	Tara Hills Dr	Kildare Way	$542,435.00
21	Tennent Ave	Plum St	$487,485.00
22	Tennent Ave	Prune St	$542,435.00
23	Tennent Ave	Pear St	$487,485.00

Note(s):

1 These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% or 57% project contingency depending on the nature of the work.

2 RRFBs assigned 32% contingency, unless other work required (52% contingency).

3 LPI should be included as part of signal timing audit ($2,000 per intersection).

** For the San Pablo Avenue Bridge Over BNSF Railroad project, the cost estimate was obtained from the Pinole FY 2025-26 to FY 2029-30 Five-Year Capital Improvement Plan. The cost estimate included project management, planning and design and right-of-way, construction, and contingency.*

Prioritization

The projects were prioritized based on the criteria listed in Table 14 below. For each criterion, the full points possible were assigned if the criterion was met; no partial points were awarded. For each project, a total of 20 points was possible.

Project prioritization will help the City identify which projects should be selected and targeted for implementation first. Project selection methodology is based upon typical grant criteria and modified to fit the context of the City. Other considerations, such as available funding and grant program criteria, may result in projects being implemented in a modified order from that suggested by the prioritization.

The highest scoring projects (15 points or more, where possible) are summarized below. For all project scores, see Appendix E.

Table 14: Prioritization Criteria

Criterion	Description	Points Possible
Safety	Projects located within 500 feet of a location with a fatal or severe injury bicycle or pedestrian collision	5
DAC	Projects located in a DAC, as defined by CalEnviroScreen (greater than or equal to 40.05)	4
Gap Closure	Projects that close a gap in the sidewalk network, close a gap in the bicycle network, or bicycle projects along a high bicycle stress roadway (Bicycle LTS 3 or 4)	3
Community Input	Projects that address a challenge or include and improvement identified by the community during public engagement activities for this Plan	3
Activity Generator	Projects located within ½ mile of an activity generator such as parks, civic facilities (library, community center, City Hall), grocery stores, or medical services	2
Transit Mobility	Projects located within ¼ mile of transit stops	2
Safe Routes to School (SRTS)	Projects located within ¼ mile of a K-12 school	1
Total		**20**

Bicycle Projects

For the bikeway projects, scores ranged from 2 point to 20 points, with 9 projects of the 24 projects scoring 15 points or more.

For the bicycle crossing projects, scores ranged from 8 points to 20 points, with two projects of the eight projects scoring 15 points or more.

Bikeways

As shown inTable 15, 9 projects scored 15 points or more. These projects are located along major corridors, including Pablo Avenue, Pinole Valley Road, and Appian Way

Bikeway #10 and #16 scored 20 points each. These projects scored all available points. Bikeway #10 is approximately 0.5-mile-long and is a key north-south corridor, while Bikeway #16 is approximately 1.2-mile-long and is a key east-west corridor.

Bikeway #14 and #22 scored 19 points each. These projects scored all available points, excluding the SRTS points (1 point). Like Bikeway #16, Bikeway #14 is a lengthy (1.9-mile-long) bikeway along a key east-west corridor.

Bicycle Crossings

As shown in Table 16, two projects scored 15 points or more. These projects are located along Appian Way.

Bicycle Crossing #1 scored 20 points. This project scored all available points. This project is located near community destinations both north and south of I-80.

Bicycle Crossing #3 scored 19 points. This project scored all available points, excluding the SRTS points (1 point).

Pedestrian Projects

For the sidewalk projects, scores ranged from 5 points to 14 points, with no projects scoring 15 points or more. The highest scoring projects are discussed below.

For the pedestrian crossing projects, scores ranged from 4 points to 17 points, with five projects of the 23 projects scoring 15 points or more.

Sidewalks

As shown in Table 17, two projects scored 14 points. These projects are located along San Pablo Avenue.

Sidewalk #5 and #6 scored 14 points each. These projects scored all available points, excluding the Safety and SRTS points (5 points and 1 point, respectively). Sidewalk #5 is just beyond 500 feet of two pedestrian fatal or severe injury collisions.

Pedestrian Crossings

As shown in Table 18, five projects scored 15 points or more.

Pedestrian Crossing #16, #17, and #23 scored 17 points each. These projects scored all available points, excluding the Gap Closure points (3 points).

Table 15: Prioritized Bikeways

Bikeway #	Primary Road	To/From	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
10	Pinole Valley Rd	Henry Ave to Pinole Valley High School	4	5	3	1	3	2	2	20
16	San Pablo Ave	Sunnyview Dr to Eastern City Limit	4	5	3	1	3	2	2	20
14	Ridgecrest Rd/Henry Ave	Appian Way to Eastern City Limit	4	5	3	0	3	2	2	19
22	Tennent Ave/Pinole Valley Rd	San Pablo Ave to Ridgecrest Rd/Henry Ave	4	5	3	0	3	2	2	19
1	Appian Way	San Pablo Ave to Fitzgerald Dr/Sarah Dr	4	5	3	1	3	0	2	18
9	Marlesta Rd	Hanley Dr to Marionola Way	4	5	0	1	3	2	2	17
11	Pinole Valley Rd	Pinole Valley High School to Simas Ave	0	5	3	1	3	2	2	16
20	Tara Hills Dr/ Canyon Dr	Western City Limit to Appian way	4	5	3	1	3	0	0	16
15	San Pablo Ave	Western City Limit to Sunnyview Dr	4	0	3	1	3	2	2	15

Table 16: Prioritized Bicycle Crossings

Bike Crossing #	Primary Road	Cross Road	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
1	Appian Way	Tara Hills Dr / Canyon Dr	4	5	3	1	3	2	2	20
3	San Pablo Ave	Appian Way	4	5	3	0	3	2	2	19

Table 17: Prioritized Sidewalks

Sidewalk #	Primary Road	To/From	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
5	San Pablo Ave	3rd Ave to 2nd Ave	4	0	3	0	3	2	2	14
6	San Pablo Ave	Alvarez Ave to Oak Ridge Rd	4	0	3	0	3	2	2	14

Table 18: Prioritized Pedestrian Crossings

Ped Crossing#	Primary Road	Cross Road	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
16	San Pablo Ave	Tennent Ave	4	5	0	1	3	2	2	17
17	San Pablo Ave	Jones Ave/ Laurel Ave	4	5	0	1	3	2	2	17
23	Tennent Ave	Pear St	4	5	0	1	3	2	2	17
21	Tennent Ave	Plum St	4	5	0	1	3	0	2	15
22	Tennent Ave	Prune St	4	5	0	1	3	0	2	15

Funding

A variety of existing transportation funding sources as well as those more specifically aligned with bicycle and pedestrian uses exist. Many are limited to new construction, though some may also offer funds for maintenance of existing facilities. Capital Projects for bicycle and pedestrian facilities are typically funded through a combination of sources and not one single source.

State and Federal Programs

Active Transportation Program

The ATP was created by Senate Bill 99 (SB 99) to encourage increased use of active modes of transportation, such as walking and bicycling. The ATP consolidated various transportation programs into a single program and was originally funded at about $123 million a year from a combination of state and federal funds. SB 1 directed an additional $100 million annually to the ATP (see SB 1 – Road Repair and Accountability Act). The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Application cycles occur approximately every two years, typically in late spring or summer. Funding is awarded at both the state level through the Californian Transportation Commission (CTC) and at the regional level.

Affordable Housing and Sustainable Communities Program

The Affordable Housing Sustainable Communities (AHSC) Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions. The program assists project areas by providing grants and/or loans, or any combination thereof, that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking. The three Project Area types include:

- Transit Oriented Development Project Areas
- Integrated Connectivity Project Areas
- Rural Innovation Project Areas

SB 1 – Road Repair and Accountability Act

The "Road Repair and Accountability Act" of 2017 (SB 1) invests $54 billion over a decade to repair roads, improve traffic safety, and expand public transit systems across California, with funds split equally between state and local investments. SB 1 directs $100 million annually to the ATP to fund infrastructure projects, program implementation, and plan development to increase bicycling and walking. SB1 funds come to the City either directly or through one of several competitive programs. SB1 also created the Local Partnership Program (LPP), which continuously appropriates $200 million annually from the Road maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements, to improve active transportation, aging infrastructure, road conditions, and other benefits.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic

approach to improving highway safety on all public roads with a focus on performance.

Local Road Safety Plan

A Local Road Safety Plan (LRSP) identifies and analyzes systemic safety problems and makes recommendations for safety improvements. The process of preparing an LRSP facilitates the development of local agency partnerships and results in a prioritized list of improvements and actions that can be used to apply for federal and state funds. Since 2022, an LRSP or equivalent document is required for an agency to be eligible for HSIP funds. Pinole completed an LRSP in 2023.

Local Highway Bridge Program

The Local Highway Bridge Program (HBP) replaces or rehabilitates public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration (FHWA) determine that a bridge is significantly important and qualifies under the HBP program guidelines. Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasures, and preventative maintenance activities.

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or improving pilot projects. Communities are typically required to provide a local match, with staff time or in-kind donations eligible to be used towards the match.

Rebuilding American Infrastructure with Sustainability and Equity Grants

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants are awarded on a competitive basis by the US Department of Transportation (USDOT) for investments in surface transportation infrastructure that will have a significant local or regional impact. RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL). Eligible grantees include public or government agencies or authorities, units of local government, special purpose districts, transit agencies, federally recognized Indian Tribes, and multi-state or multijurisdictional groups of entities. The Federal share grant may fund up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area, a historically disadvantaged community, or an area of persistent poverty.

Congestion Management and Air Quality Improvement Program

The Congestion Management and Air Quality Improvement (CMAQ) Program, with funding through the BIL, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Carbon Reduction Program

The Carbon Reduction Program (CRP), established by the BIL, provides federal funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. CRP funds may be used for transportation alternative projects including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. CRP funding is apportioned to regions and local agencies based on population, using the 2020 U.S. Census. California's share of the CRP is $106,704,653.

Safe Streets and Roads for All Program

The Safe Streets and Roads for All (SS4A) program was established following passage of BIL in 2021, with the first competitive application cycle

commencing in 2022. Local government agencies may directly apply to the program, with funding being provided in three categories: Action Plans, Supplemental Planning, and Implementation Grants. Applications for all three categories must be focused on implementing complete streets which will ultimately reduce serious injuries and fatalities for roadway users. Action Plan grants fund development of a qualifying Plan to support complete streets and reduction of roadway fatalities/serious injuries. Supplemental Planning activities include follow-up efforts to further the existing Action Plans. Implementation Grants, which implement activities from existing action plans, including constructing roadway safety treatments, including systemic safety fixes, constructing complete streets facilities such as walking and bicycling facilities, and non-infrastructure program activities to support the infrastructure investments.

Reconnecting Communities and Neighborhoods Program

The Reconnecting Communities and Neighborhoods (RCN) Program combines two Federal funding opportunities: the Reconnecting Communities Pilot (RCP) and the Neighborhood Access and Equity (NAE) Program. Both programs address transportation barriers that have negatively impacted connectivity and access to resources in disadvantaged communities. The RCN program distributes funding through three grant types: Capital Construction projects, Community Planning activities, and Regional Partnership Challenges.

Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities, including active transportation improvements. Eligible applicants include state, units of local government, federal recognized Tribal governments, Metropolitan Planning Organizations (MPOs), non-profit organizations.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program

The BIL allocates funding for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program with the purpose of helping local agencies improve the resiliency of their on-system transportation infrastructure. The program provides Federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change through four types of grants: Planning Activities (limited to developing a resilience improvement plan), Resilience Improvements, Community Resilience and Evacuation Route Activities, and At-Risk Coastal Infrastructure Activities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise.

The PROTECT program funds are distributed federally and by formula and competitive grants.

Office of Traffic Safety Grants

The California OTS offers grants annually, funded by the Federal Highway Safety Program, for programs that aim to reduce motor vehicle crashes, injuries, and fatalities. Eligible programs address priority areas, established by the National Highway Traffic Safety Administration (NHTSA) like alcohol- and drug-impaired driving, pedestrian and bicycle safety, public relations, advertising, and marketing programs, and more. Public entities are eligible for grant funding, but non-profits must have a public entity as their host agency.

Urban Greening Program

The California Natural Resources Agency allocated $50 million to the Urban Greening program for urban greening and urban forestry projects that reduce GHG emission and provide multiple health benefits. Cities, counties, special districts, non-profit organizations, or agencies/entities formed pursuant to the Joint Exercise Powers Act can apply for funding. Applicants

are expected to a) acquire, create, enhance, or expand community parks and green spaces and/or b) use natural systems that mimic natural systems to achieve multiple benefits.

Local and Regional Programs

Community Development Block Grant Program

The Community Development Block Grant (CDBG) program is a flexible federal funding program that provides communities with resources to address a wide range of unique community needs. These funds are provided through the U.S. Department of Housing and Urban Development (HUD). These funds are allocated to the City annually and can be used for capital projects that remove a barrier to accessibility.

Measure K and Measure J

Measure K is a half-cent sales tax originally approved in 1998 to provide 20 years of funding for transportation projects in Contra Costa County, including BART extension, freeway improvements, better bus service, enhanced bicycle facilities, and expanded transportation options for senior citizens and people with disabilities. The Contra Costa Transportation Authority (CCTA) was created to manage these funds.

Measure J was approved in 2004 to continue the county's half cent sales tax and is scoped to provide approximately $2.5 billion for countywide and local transportation projects and programs through 2034. Over the program's 30-year period, CCTA will allocate $391.5 million to the County's four Regional Transportation Planning Committees, including the Central, West, Southwest, and East Counties.

The West Contra Costa Transportation Commission (WCCTC) subregion, which houses Pinole, El Cerrito, Hercules, Richmond, San Pablo, and the unincorporated portions of West County, will receive 0.7% of the $391.5 million funds for safe transportation for children, 0.5% for additional local streets maintenance and improvements, 0.4% for livable communities, 0.04% for additional pedestrian, bicycle, and trail facilities, and 0.3% for subregional transportation needs.

More information about the Measure J Funding can be found in Contra Costa's Transportation Sales Tax Expenditure Plan.

Measure I

Measure I established a voter-approved, ½ cent Pinole sales tax designed to improve the City's long-term fiscal sustainability. Once fully established, the City has predicted that Measure I will generate approximately $2.5 Million dollars annually. This funding is dependent on sales tax revenue and varies year by year. All funds generated by Measure I will go towards the General Fund and will be spent on maintaining core City services such as 911 public safety response and maintaining local streets and roads. Further, the City itself controls all funds raised — by law, the State cannot take Measure I funding.

The collection of Measure I funds will begin in April 2025 and the City will begin receiving those funds in July 2025. This locally controlled funding that Measure I provided will help address Pinole's annual deficit, which is projected to be at least $1.6 Million in the next fiscal year alone.

TDA 3 Program

The TDA 3 program in Pinole, California, provides funding for bicycle and pedestrian projects through the Transportation Development Act (TDA). This funding is allocated annually and allows counties to use 2% of Transit Development Act (TDA) funds collected for TDA 3 projects in their county. The Metropolitan Transportation Commission (MTC) allows counties to use 2% of TDA funds collected for TDA 3 projects in their county. Some counties competitively select projects, while other counties distribute the funds to jurisdictions based on population. MTC Resolution 4108 sets forth MTC's policies and procedures for TDA 3 funds. All projects must be reviewed by the City or County Bicycle Advisory Committee.

One Bay Area Grant Program

In May 2012, the MTC adopted the inaugural One Bay Area Grant (OBAG) Program (Cycle) 1 to better integrate the region's federal transportation program with its Sustainable Communities Strategy. The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation process and that have historically produced housing.

In January 2022, MTC adopted the OBAG Cycle 3 framework. Like past cycles, the OBAG 3 framework was designed to advance the implementation of Plan Bay Area 2050, incorporate recent MTC policy initiatives, address federal planning and programming requirements, advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

Transportation Fund for Clean Air Program

The Transportation Fund for Clean Air (TFCA) program is a California program funded by a $4 vehicle registration surcharge to support projects that reduce motor vehicle emissions and improve air quality. Forty percent of these funds are distributed to the nine Bay Area Counties. CCTA administers funds to Contra Costa County, which receives about $1.5 million from this fund annually.

Regional MTC ATP Application

The Regional MTC ATP program is a supplemental funding source to State ATP funds. The Regional ATP follows the same two-year funding cycle as the State ATP, and local agencies are able to submit applications to both funding sources for the same project.

Vehicle Impact Fees

In Pinole, vehicle impact fees are part of the Master Fee Schedule that outlines various fees for services, permits, and business licenses. These fees are designed to mitigate the impacts of new development on public services and infrastructure. For example, the Vehicle Impact Fee is applied to development projects to ensure that the costs associated with new developments are covered by the property owners.

Appendix A

City of Pinole

Pinole Active Transportation Plan



Existing Conditions & Opportunities Report

March 2024

Prepared for the City of Pinole by GHD Inc.

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Introduction

The City of Pinole ("City") is ready to move into the next stage of its commitment to supporting active transportation modes with the development of the Pinole Active Transportation Plan ("ATP" or "Plan"). While historical development patterns may not have always provided dedicated facilities for bicycling and walking, the City seeks to support the diverse transportation needs of its residents, workers, visitors, and stakeholders. Further, the City imagines a future where its mobility network allows people of all ages and abilities to get to and from their destinations safely, efficiently, and, as often as possible, without the use of single occupancy vehicles.

Purpose of the Report

Understanding the existing conditions, current challenges, and prime opportunities helps form the foundation for strategic active transportation project, program, and policy recommendations that meet the needs of the Pinole community. This report describes the active transportation landscape in the City today.

This report sets the planning context and goals for this Plan, describes the current environment for walking and bicycling in Pinole, identifies key constraints and initial improvement opportunities.

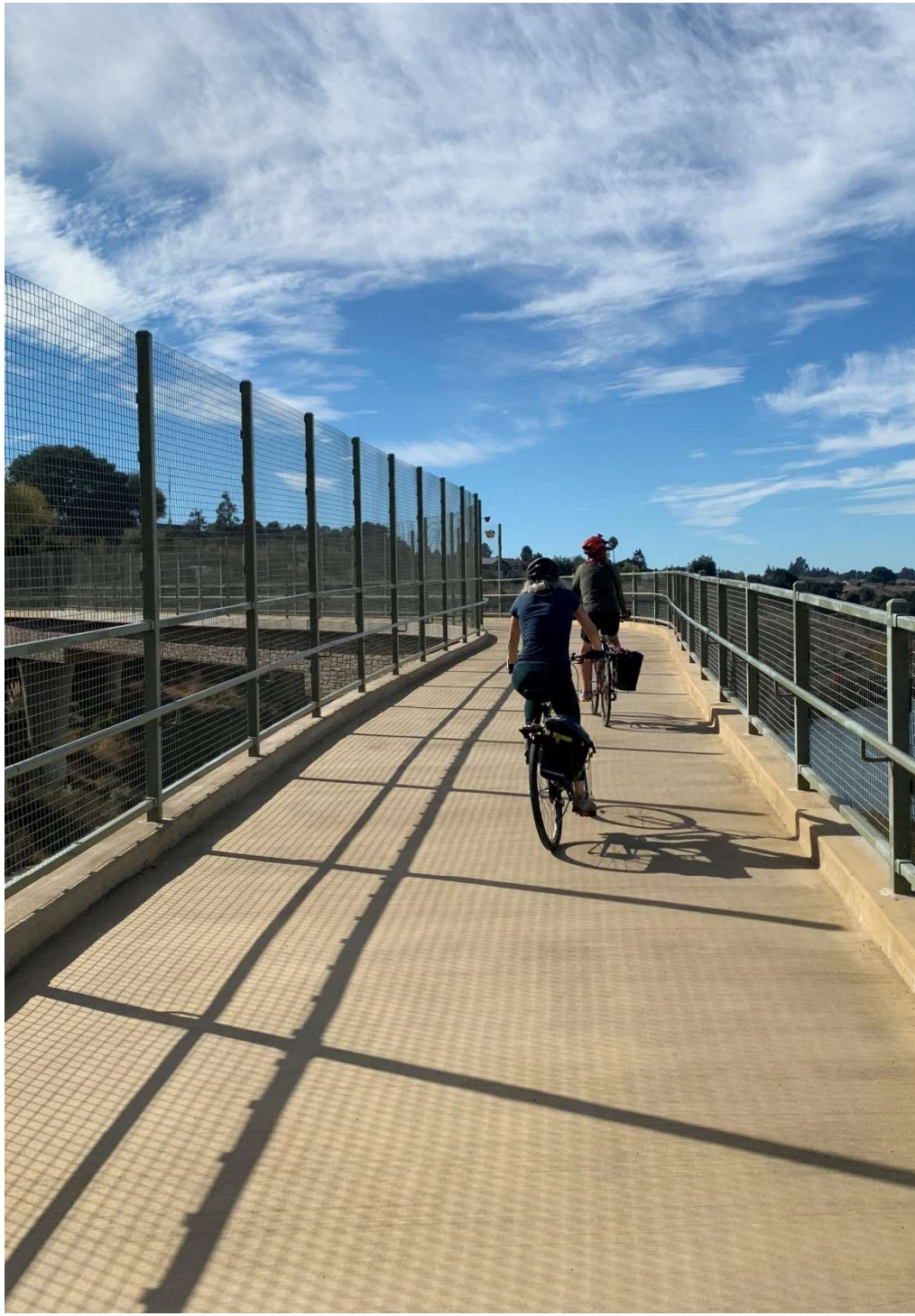
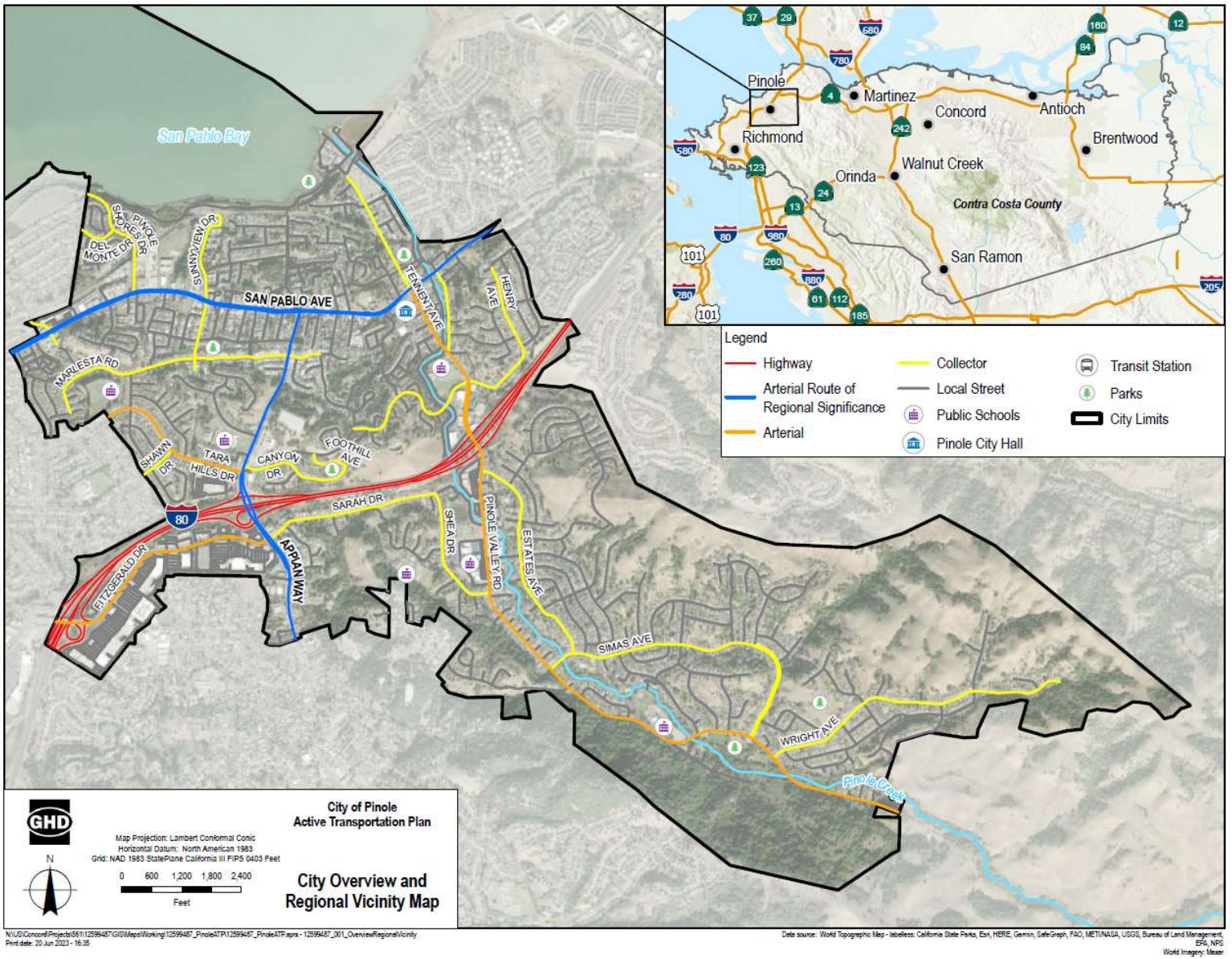


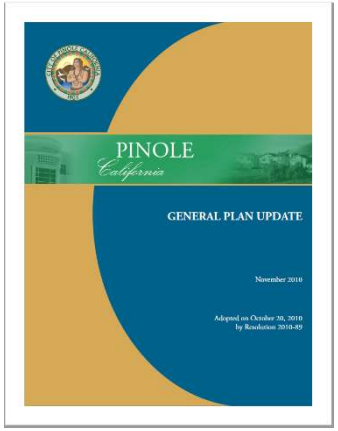
Figure 1: City Overview & Regional Vicinity Map



Relevant Plans & Studies

This section provides an overview of other plans and studies that are relevant to active transportation in Pinole.

Local Plans & Studies



City of Pinole General Plan (2010): Pinole's General Plan identifies the community's vision for the future and provides policy guidance for future city development, including decisions on growth and conservation of open space and resources in Pinole. The General Plan is intended for use by City decision-makers, City staff, community members, and other interested groups as a guide to future land use and economic development through its goals, policies, and actions. Relevant Elements of the General Plan are summarized below.

CIRCULATION ELEMENT

The Circulation Element of the General Plan provides maps, goals, policies, and actions aimed at creating and maintaining a multimodal transportation system in the City and avoiding sprawl. This element supports energy efficient transportation choices by prioritizing safety improvements for people bicycling and walking and supporting transit via focused development along high-capacity transportation corridors. It also establishes programs to reduce single occupancy vehicle commute trips. Relevant policy priorities include:

- ***Policy CE.1.2****: The transportation system should be built with sustainable land use in mind.*
  - *Action CE.1.2.2: Require development to provide facilities for transit, bicyclists, pedestrians, and alternative fuel vehicles.*
  - *Action CE.1.2.3: Provide safe and convenient access for pedestrians and bicyclists.*
- ***Policy CE.1.3****: Development should promote alternative transportation and support City and regional transit goals.*
  - *Action CE.1.3.2: Developments should have pedestrian, bicycle, transit, and electric vehicle facilities wherever possible.*
- ***Policy CE.1.4****: Existing transit and active transportation networks in the City should be maximized.*
  - *Action CE.1.4.2: The City's website should have links to public transit resources, bike trails information and maps, pedestrian trails and maps, as well as carpool/vanpool information.*
  - *Action CE.1.4.4: There should be wayfinding signage and trail markers at transit stops and along multi-use trails.*
- ***Policy CE.4.3****: Impact fees will be assessed on new developments by the City to fund transit, bike, pedestrian, and multimodal infrastructure and accommodations.*
  - *Action CE.4.3.1: Study multimodal impact fees and how best to implement such a program.*

- ***Policy CE.4.4****: Transportation funding should prioritize transit and active transportation modes.*
- ***Policy CE.4.5****: Take an inventory of Pinole's sidewalk conditions to help with future repair and enhancement prioritization.*
- ***Policy CE.5.4****: Parking policies should support alternative modes of transportation.*
    - *Action CE.5.4.1: Developments that include significant support for alternative modes are allowed a reduction in on-site parking minimums.*
- ***Policy CE.6.3****: Attempt to reduce peak period employee trips by 30%.*
    - *Action CE.6.3.7: Find and fix gaps in the pedestrian network.*
- ***Policy CE.7.1****: Improve the City's bikeway network using Class I, II, and III bicycle facilities.*
    - *Action CE.7.1.1: Set street design and bikeway standards to accommodate all modes and users of all ages and abilities.*
    - *Action CE.7.1.2: Create and update a bicycle network map for Pinole and display it on the City website.*
    - *Action CE.7.1.3: Construct dedicated bicycle paths that safely connect to public transportation and other active transportation modes.*
- ***Policy CE.7.2****: Standardize how new development and redevelopment support bicycling.*
    - *Action CE.7.2.1: Set active transportation facility engineering standards.*
    - *Action CE.7.2.2: Require bicycle parking in new private development.*
    - *Action CE.7.2.3: Provide public bicycle parking.*
    - *Action CE.7.2.4: Require projects to include bike facilities.*
- ***Policy CE.7.3****: Create a network of multi-use paths to provide safe travel for bicyclists and pedestrians.*
    - *Action CE.7.3.1: Install bike racks on multi-use paths, where appropriate.*
    - *Action CE.7.3.2: Pursue active transportation funds.*
    - *Action CE.7.3.3: Adopt progressive bike parking standards.*
    - *Action CE.7.3.4: Design trails, streets, and intersections to reduce conflict and increase separation between motor vehicles and active transportation users.*
- ***Policy CE.7.4****: Prioritize regular bicycle safety education for City residents and the public.*
    - *Action CE.7.4.1: the City should assist in developing and distributing bicycle safety programs.*
- ***Policy CE.8.1****: Developers must provide safe, accessible, and useful pedestrian walkways.*
    - *Action CE.8.1.1: All intersections with regular pedestrian activity should be signalized with curb ramps, bulbouts, high-contrast crosswalks, pedestrian actuation, and other safety features.*
    - *Action CE.8.1.2: Separate pedestrians from vehicles through landscaping or other physical barriers on high-capacity arterials.*
- ***Policy CE.8.2****: Encourage residents to increase usage of pedestrian network facilities.*
- ***Policy CE.8.3****: School access should be designed with safety in mind.*
    - *Action CE.8.3.1: The City should work with the school district to promote pedestrian safety.*

- *Action CE.8.3.2: All intersections near schools should have signals, curb ramps, high visibility crosswalks, pedestrian actuation, and other safety measures.*
- *Action CE.8.3.3: Support the Safe Routes to Schools program.*

GROWTH MANAGEMENT ELEMENT

The Growth Management Element sets policies to guide growth in Pinole and establishes how the City collaborates on transportation and land use planning regionally. It encourages future growth along main travel corridors as well as areas easily served by transit. Relevant policy priorities include:

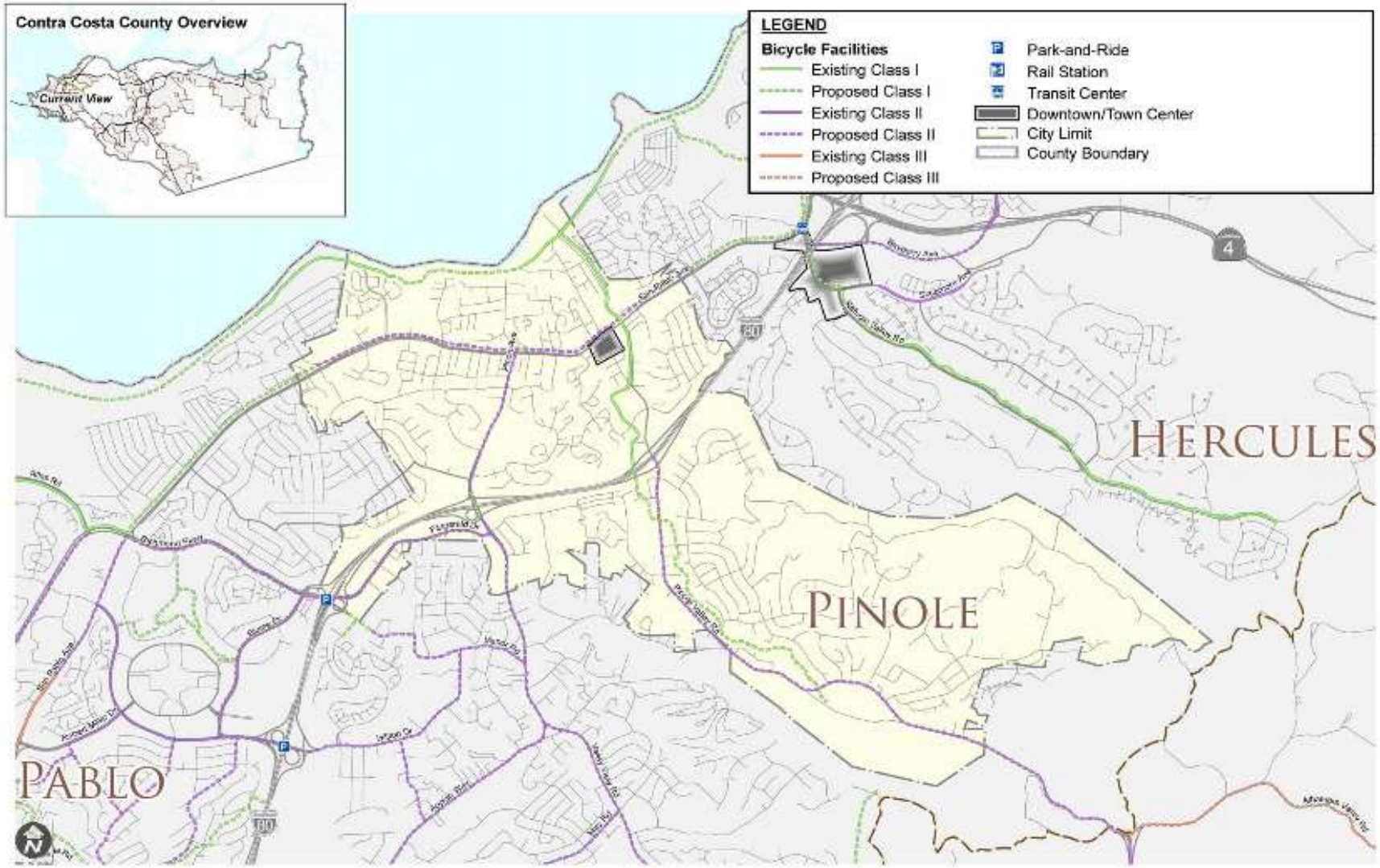
- ***Policy GM.3.2****: Set service standards for alternative transportation modes, rather than just cars.*
- ***Policy GM.3.3****: Support transportation facilities and services without harming existing neighborhoods by discouraging through-traffic from residential areas, locating accessible transit within a half mile of key destinations, encouraging easy access to BART for commuters, providing regular citywide shuttles, encouraging hiking and biking trails, and maintaining existing transit services.*
- ***Policy GM.3.6****: Prioritize trips within Pinole as opposed to trips that cut through Pinole.*
- ***Policy GM.3.7****: Provide a transportation system that is accessible to all, including those with mobility impairments.*
- ***Policy GM.3.8****: Provide a transit system that is a safe, convenient, and viable alternative to driving.*

LAND USE AND ECONOMIC DEVELOPMENT ELEMENT

The Land Use and Economic Development Element uses goals, policies, and actions to create a framework for Pinole to continue to grow with a healthy mix of land uses while keeping its strong sense of community identity and supporting its historic roots and culture. This element's land use designations guide future growth and demands on the City's transportation and mobility system. Relevant policy priorities include:

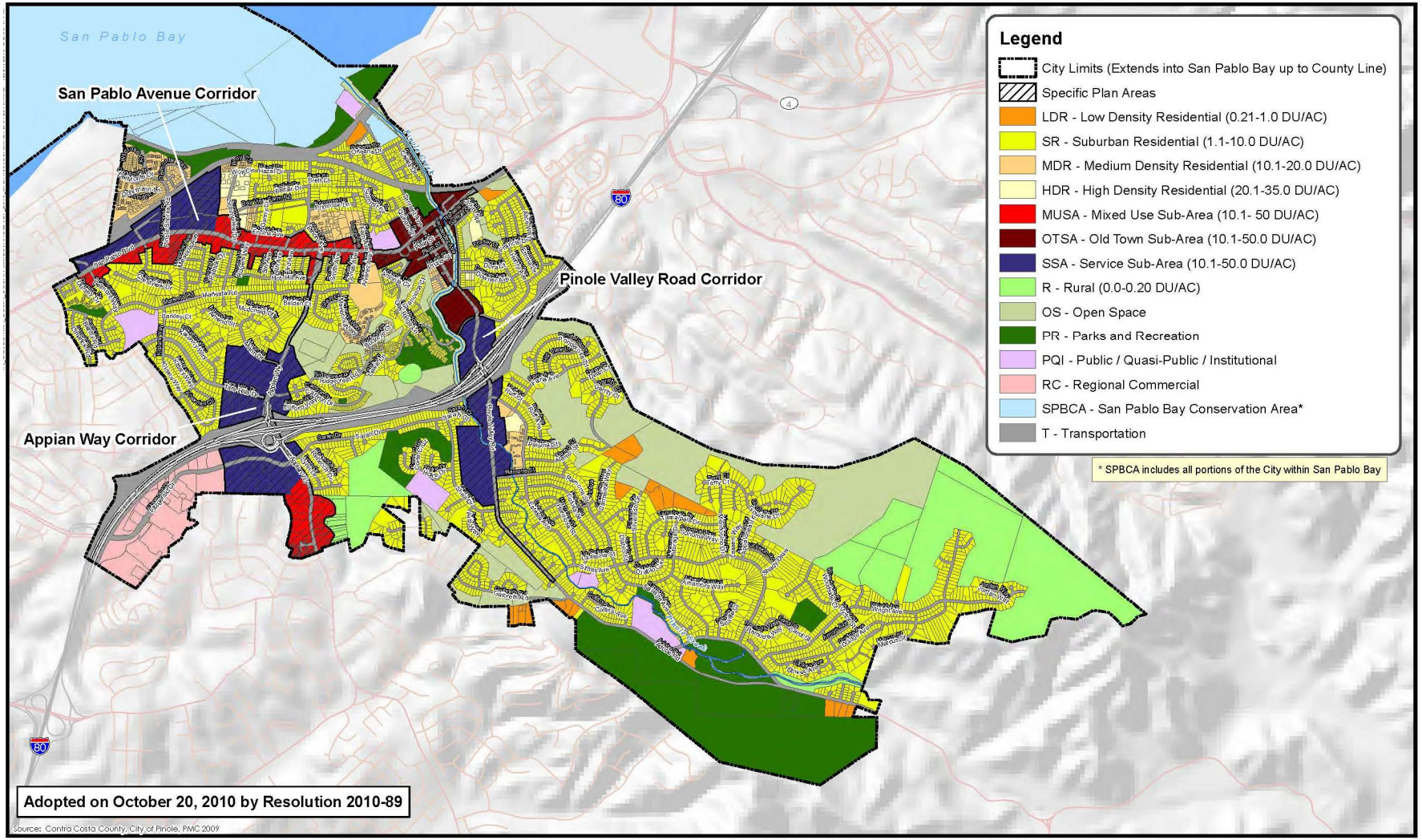
- ***Policy LU.4.2****: Maintain the residential character of the City's neighborhoods through well designed residential projects. One way to mitigate higher density developments, provide bike and pedestrian paths and facilities connecting to existing or future facilities.*
- ***Policy LU.6.3****: Create waterfront parks, pedestrian paths, and recreation areas that are safe, accessible, and beautiful for all to enjoy.*
- ***Policy LU.7.4****: Encourage the creation of affordable housing by approving mixed-use projects. When mixed commercial/residential projects are built they should include parking strategies that discourage vehicle trips and encourage bicycle, pedestrian, and transit trips.*

Figure 2: 2010 General Plan - Bikeway Map



Source: City of Pinole General Plan (2010)

Figure 3: 2010 General Plan – Land Use Map



Source: City of Pinole General Plan (2010)

NATURAL RESOURCES AND OPEN SPACE ELEMENT

The Natural Resources and Open Space Element seeks to protect open space, particularly public open space, in Pinole for recreation and other purposes through its goals, policies, and actions. The contents of this element work together to protect the City's open space and to make it accessible to residents and visitors via trails, bikeways, parks, and other facilities. Relevant policy priorities include:

- ***Policy OS.4.1****: Create a comprehensive trail network in Pinole (in collaboration with other relevant entities and efforts); create an Open Space Plan in Pinole.*
    - *Action OS.4.1.1: City should make a map of existing trails, incorporating public and stakeholder input.*
- ***Policy OS.5.1****: Encourage community engagement in open space stewardship.*
    - *Action OS.5.1.1: The City should identify and encourage installation of Interpretive Signage Plan.*

COMMUNITY SERVICES AND FACILITIES ELEMENT

The Community Services and Facilities Element addresses how new development will impact City-provided services and facilities, including civic/community; police; fire; parks, trails, open space, and recreational facilities; community health; education; water; wastewater; stormwater; solid waste/recycling; streets; and energy and communication. Relevant policy priorities include:

- ***Policy CS.1.3****: City facilities should be accessible to all.*
    - *Action CS.1.3.3: All public buildings and facilities must comply with accessibility standards and be accessible to those with mobility impairments.*
- ***Policy CS.2.6****: City will fund the repair, maintenance, and expansion of facilities in response to community need.*



- *Action CS.2.6.4: City will create an ongoing maintenance fund – focusing on preventative actions – for all public facilities.*

- ***Policy CS.3.3**: Grow a multi-use trail system.*
  - *Action CS.3.3.1: Create a trail system map for the City and share it with residents and visitors.*
  - *Action CS.3.3.2: Create a plan to close the Bay Trail gap along Pinole's shoreline and then implement the plan.*
  - *Action CS.3.3.3: Stay involved with the SF Bay Area Water Trail project.*
  - *Action CS.3.3.4: Implement Pinole Creek Greenway Master Plan-recommended improvements.*
  - *Action CS.3.3.5: Collaborate with East Bay Regional Parks District (EBRPD) to extend trails to through Pinole, connecting the shoreline with the ridgelines.*
  - *Action CS.3.3.6: Identify funding for land acquisition to grow Pinole's trail network.*
  - *Action CS.3.3.7: Development proposals should include public access rights and trail improvements, whenever possible.*
- ***Policy CS.10.2**: Update the existing roadway network to improve access for pedestrians, bicyclists, and transit while maintaining safe mobility for motorists.*
  - *Action CS.10.2.1: Maintain the pavement management program.*
  - *Action CS.10.2.2: City to create a citywide sidewalk inventory; needed improvements are added to the Capital Improvement Program.*
  - *Action CS.10.2.3: City should construct new sidewalks as directed by the sidewalk inventory and the Transportation and Pedestrian Safety (TAPS) Advisory Committee.*

SUSTAINABILITY ELEMENT

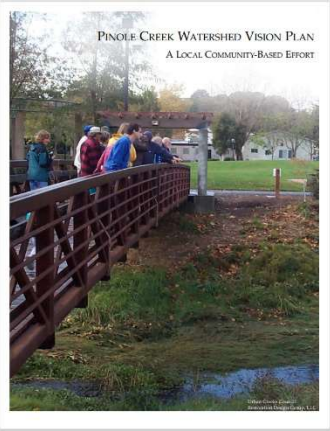
The Sustainability Element articulates existing City sustainable land use programs and policies and describes new goals, policies, objectives, and programs to promote a sustainable future for Pinole. Relevant policy priorities include:

- ***Policy SE.3.3**: Mitigate climate change by reducing heat island effect.*
  - *Action SE.3.3.1: City should encourage the use of light-colored paving materials and the planting of trees and vegetation to reduce urban heating.*
  - *Action SE.3.3.2: Utilize parkway strips to plant street trees for shade.*
  - *Action SE.3.3.4: Use drought-tolerant landscaping instead of hardscaping around transportation infrastructure and parking areas whenever possible.*
  - *Action SE.3.3.5: Use permeable pavement options whenever possible.*
- ***Policy SE.3.4**: Reduce Greenhouse gas emissions by reducing vehicle miles traveled.*
  - *Action SE.3.4.7: Encourage improvements in the transportation network that allow for shifts from single occupancy vehicles to alternative modes, including active transportation, transit, and rideshare.*
- ***Policy SE.7.4**: Reduce VMT and traffic congestion by requiring that new development encourage the use of transit and active transportation travel modes.*
  - *Actions SE.7.4.1: Create a transportation demand management (TDM) program for the City that includes bike parking, shower facilities for employees, etc.*
- ***Policy SE.8.1**: Push transit, carpooling, telework/work from home, bicycling, and walking as alternatives to driving alone.*

- *Action SE.8.1.1: Promote alternatives to single occupancy vehicles in campaigns and programs.*
- *Action SE.8.1.2: Seek funding that improves the ability to walk to key destinations and transit.*
- *Action SE.8.1.3: Create preferred route maps for alternative transportation options.*
- *Action SE.8.1.7: Include sidewalk on both sides of the street, where possible.*
- *Action SE.8.1.8: Provide pedestrian amenities at transit stops, like shelter, seating, and lighting.*

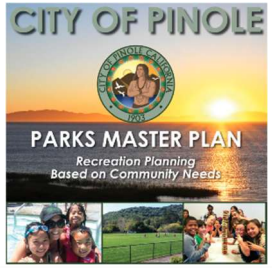
- ***Policy SE.8.7****: Improve the active transportation network to meet the needs of people walking and bicycling.*
  - *Action SE.8.7.2: Determine feasibility of a bicycle library or "free bicycle" program for active travel within Pinole.*
  - *Action SE.8.7.3: Require new development (commercial, residential, mixed-use) to provide secure bike parking.*
  - *Action SE.8.7.5: Set and use complete street standards for roadway design that make streets safe and accessible for all modes and for users of all ages and abilities.*
  - *Action SE.8.7.6: Seek bike and ped grant funding at all levels of governance.*
- ***Policy SE.8.8****: Engage the public regarding transportation issues, projects, and processes.*

The City is currently in the process of updating the General Plan's Health & Safety Element alongside its Housing Element update. It is also developing a new Environmental Justice Element. Both the Health & Safety Element update and new Environmental Justice Element are anticipated to be complete in June 2024.

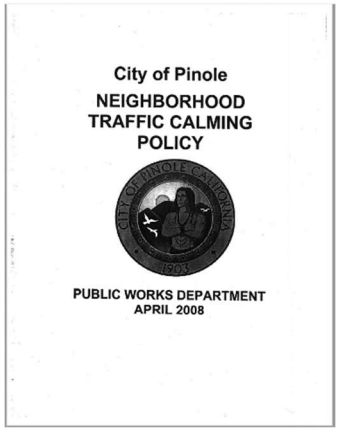


Pinole Creek Watershed Vision Plan (2004): The Pinole Creek Watershed Vision Plan is a community-led planning document meant to imagine an improved future state for the Pinole Creek Watershed during the Pinole Creek flood control channel redesign project. This plan was a collaborative effort between public, private, and non-profit organizations to provide a local design alternative with broad community support. A relevant goal of the vision plan is to improve recreation opportunities along the creek by upgrading the existing creek trail, providing a usable trail crossing of I-80, enhancing trail crossings of other major roadways to support safety, improving creek access, and adding connections to housing.

Pinole Climate Action and Adaptation Plan (CAAP): The City is currently in the process of developing a CAAP, which will act as a framework and guide for reducing greenhouse gas emissions in Pinole as well as boost local resiliency efforts in response to the effects of climate change. While planning efforts are ongoing, the CAAP's website indicates relevant mitigation methods may include the use of active transportation, like bicycling.

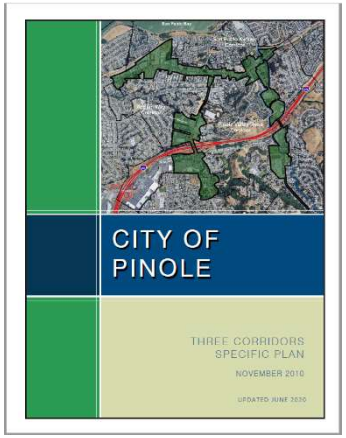


Parks Master Plan: The City is currently developing a Parks Master Plan, anticipated to be complete in early 2024. Its objective is to guide parks and recreation development in Pinole both now and in the future.



City of Pinole Neighborhood Traffic Calming Policy (2008): The City's Neighborhood Traffic Calming Policy seeks to use education, enforcement, and engineering to lessen the impact of motor vehicle traffic on residential streets while improving overall community livability. The policy outlines each step in the traffic calming request process, from initial complaint to installation and follow up. It also includes all of the necessary forms required for requestors to notify and engage their neighbors about any traffic-related concerns and/or requested mitigations. Relevant traffic calming tools available through the policy include:

- higher visibility crosswalks
- entrance treatments
- speed humps
- curb extensions/chokers/bulb-outs
- traffic circles and roundabouts
- one-way streets
- median barriers
- semi-diverters or half closures
- diagonal diverters
- cul-de-sacs or street closures
- traffic calming signs



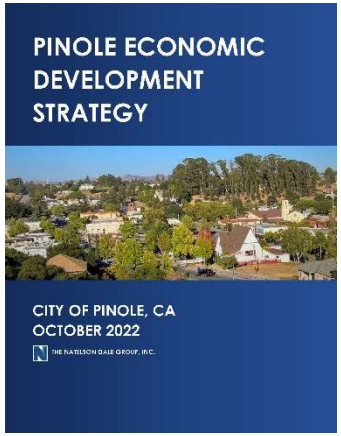
City of Pinole Three Corridors Specific Plan (2010) updated (2020): The Three Corridors Specific Plan establishes new land use designations, design standards, and transit opportunities along the City's three main transportation corridors shown on Figure 4: San Pablo Avenue, Pinole Valley Road, and Appian Way.

Future development is encouraged with the goal of reducing trips by single occupancy vehicles. Each of the three corridors are designated as Priority Development Areas, incorporating objectives like supporting transit, pedestrian, and bicycle travel. Circulation opportunities and constraints for each of the three corridors are shown on Figures 5 through 7.

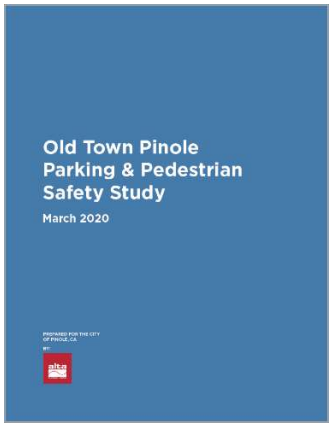
Relevant policy priorities include:

- Provide a mobility network that is safe and efficient to move people and goods.
- All future improvements to streets and intersections must prioritize pedestrian and traffic safety.
- Use traffic calming tools to make the Specific Plan Area more pedestrian-friendly, particularly in designated pedestrian priority areas and developments along San Pablo Avenue.
- Ensure the mobility network is improved in the Specific Plan Areas to accommodate future traffic demands.
- Discourage cut-through and truck traffic, especially on streets not designed to accommodate them. The City will take action to discourage through traffic on local streets.
- San Pablo Avenue, Pinole Valley Road, and Appian Way should accommodate safe passage for pedestrians and bicyclists.

- All Intersections and crossings should be made accessible to all, particularly those with mobility impairments and individuals with no or low vision.
- Street and intersection improvements must conform with this specific plan.
- Other bicyclist enhancements recommended within the specific plan area include developing a bicycle wayfinding system, using bicycle loop detectors, and implementing colored bicycle lanes.



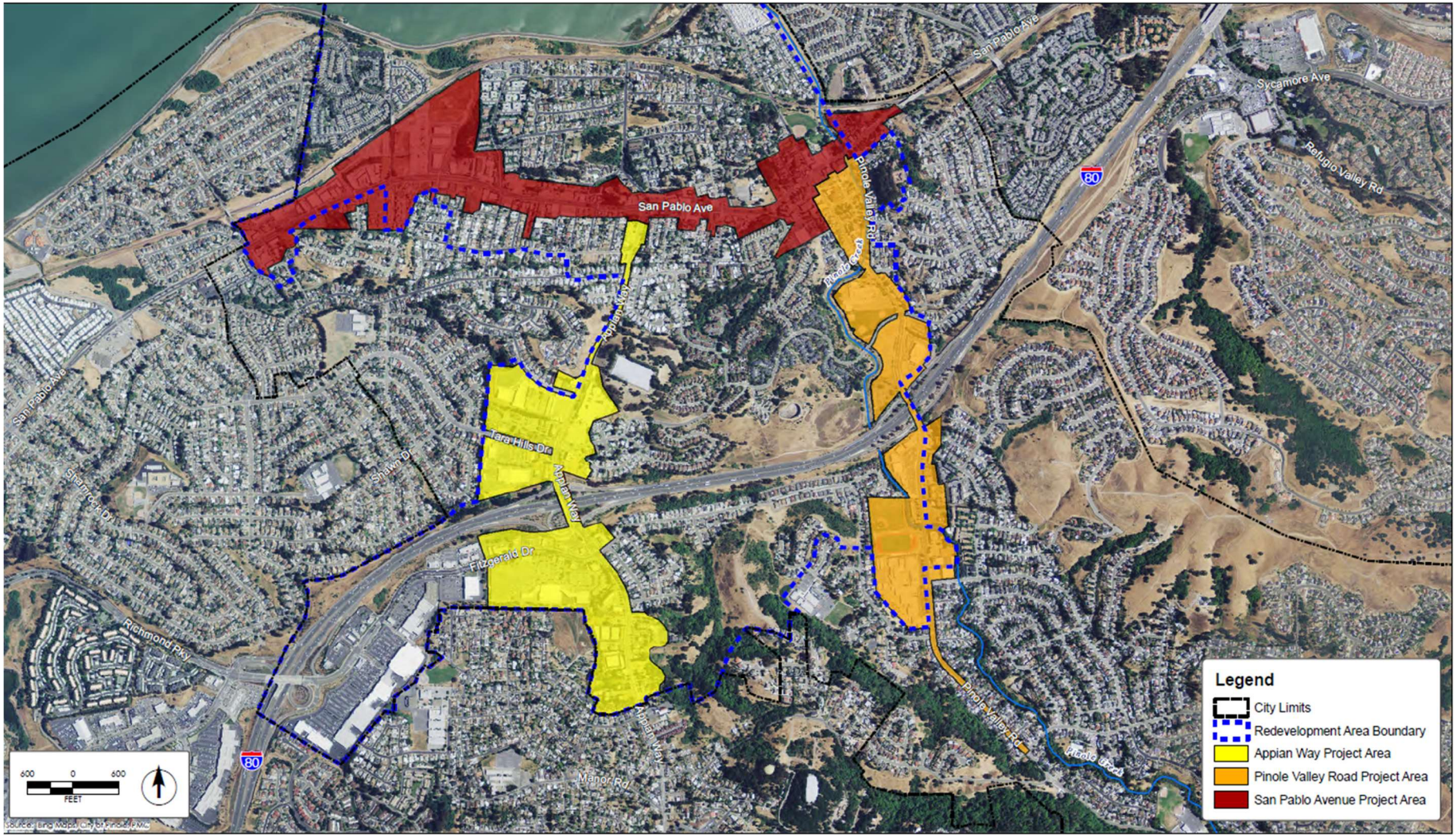
Pinole Economic Development Strategy (2022): The Economic Development Strategy (EDS) acts as a framework guiding economic development policies and programs for the next 5.5 years in Pinole beginning January 1, 2023. Relevant EDS strategies include leveraging the economic development potential of Pinole's historic downtown, bay waterfront, and creek areas through placemaking initiatives, promotion of cultural or historic resources, and targeted business and development attraction.



Old Town Pinole Parking & Pedestrian Safety Study (2020): This study seeks to facilitate efficient parking, improve pedestrian safety, increase connectivity between parking and destinations, and enhance the unique character and pedestrian experience in Old Town Pinole. Figure 8 shows the boundaries of Old Town Pinole. Relevant study priorities include:

- Improve wayfinding and signage for drivers and pedestrians, particularly to and from area parking facilities.
- Narrow lane widths and remove slip lanes to slow traffic and improve safety.
- Implement new pedestrian facilities to enhance safety, including curb extensions and high visibility crosswalks.
- Close pedestrian network/sidewalk gaps.
- Install more street trees throughout Old Town Pinole.
- Add placemaking elements, including pedestrian scale lighting.

Figure 4: Three Corridors Specific Plan (Project Areas)



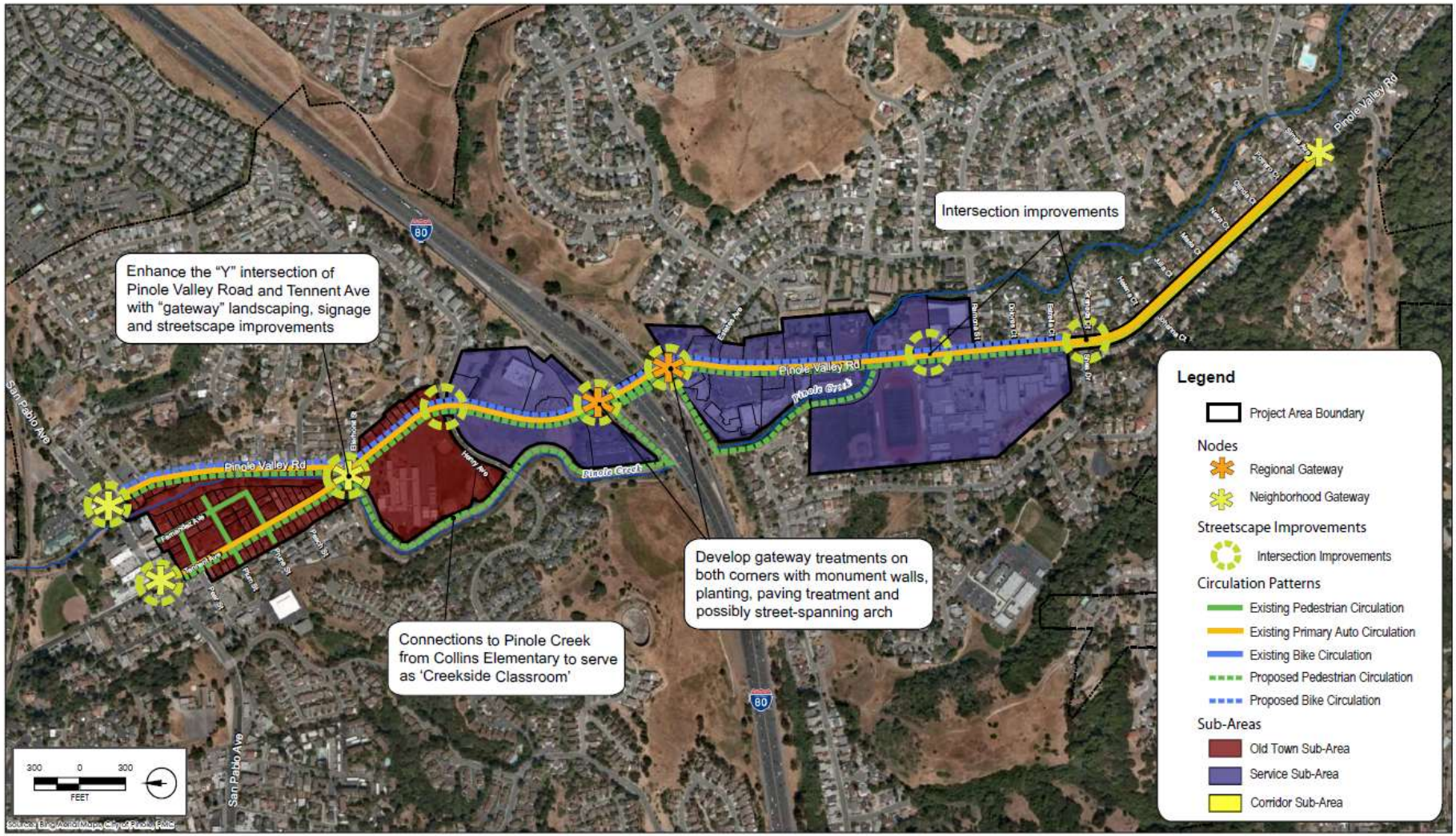
Source: Three Corridors Specific Plan, City of Pinole (2010)

Figure 5: Appian Way Circulation Opportunities & Constraints (Three Corridors Specific Plan)



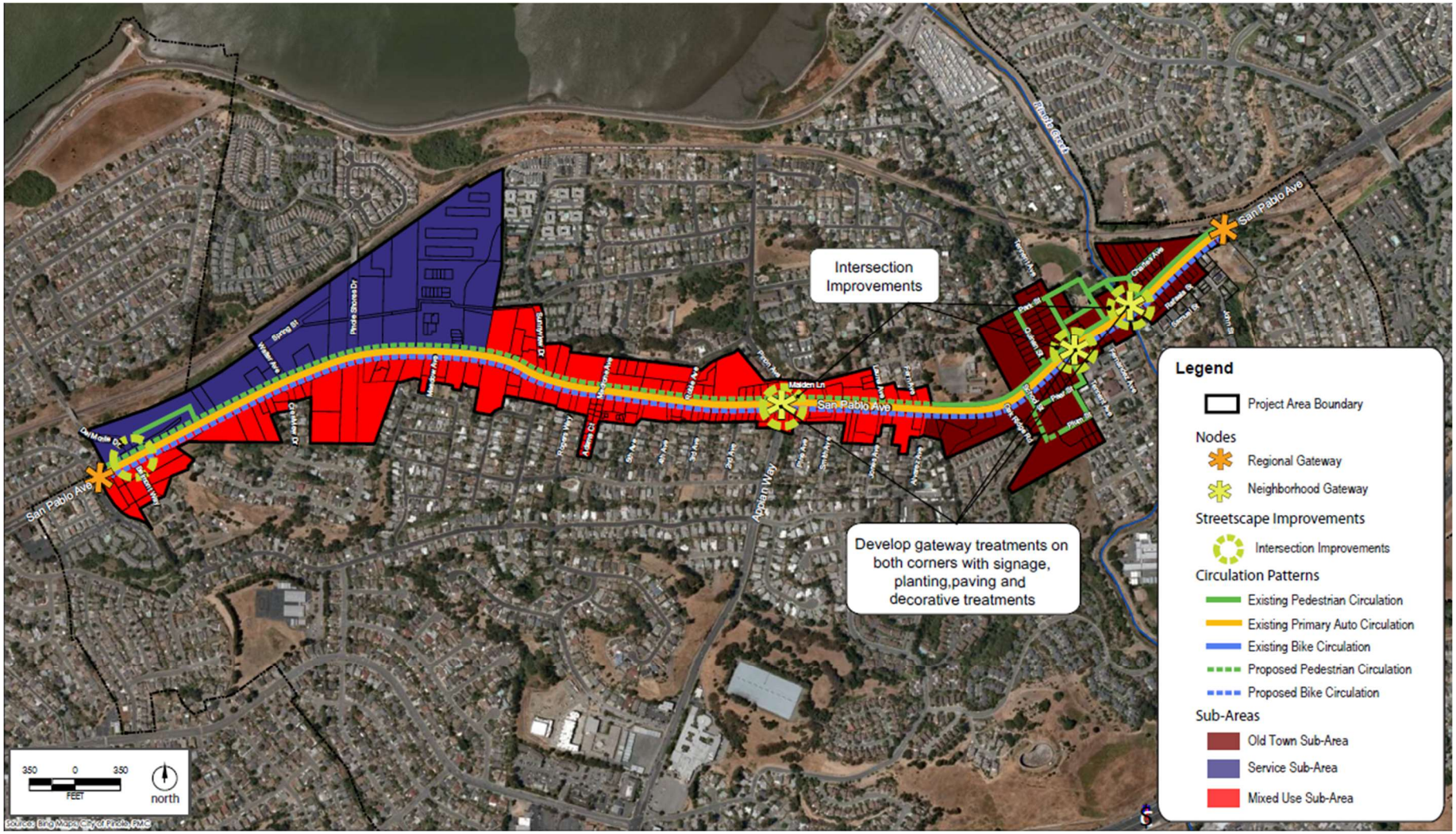
Source: Three Corridors Specific Plan, City of Pinole (2010)

Figure 6: Pinole Valley Road Circulation Opportunities & Constraints (Three Corridors Specific Plan)



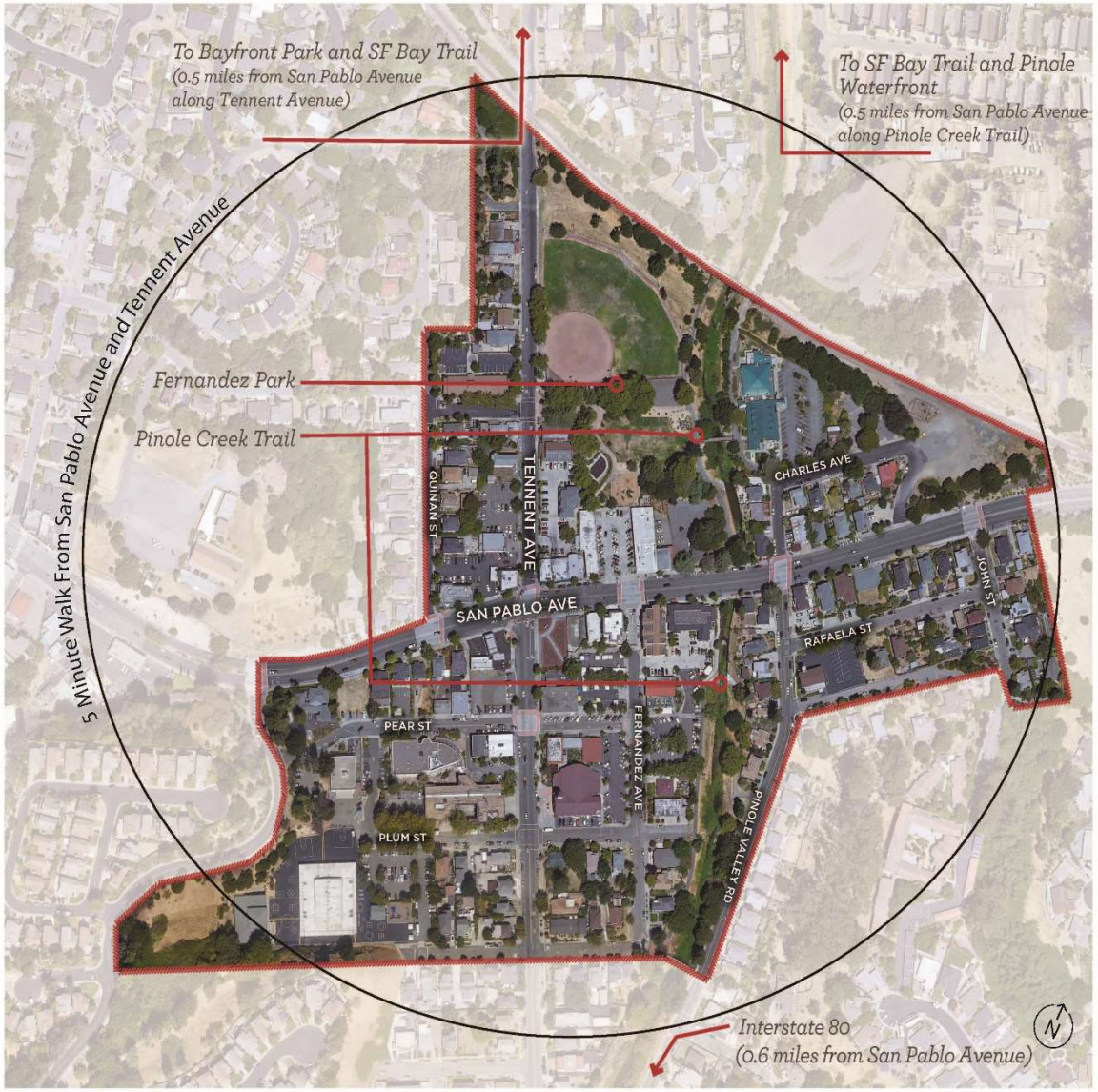
Source: Three Corridors Specific Plan, City of Pinole (2010)

Figure 7: San Pablo Avenue Circulation Opportunities & Constraints (Three Corridors Specific Plan)

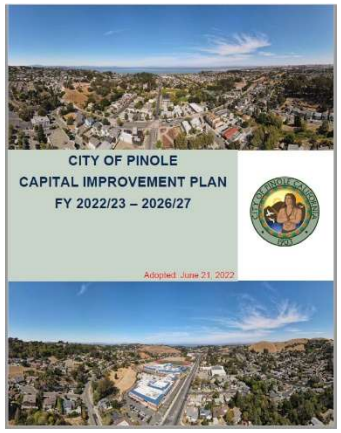


Source: Three Corridors Specific Plan, City of Pinole (2010)

Figure 8: Old Town Pinole Boundaries

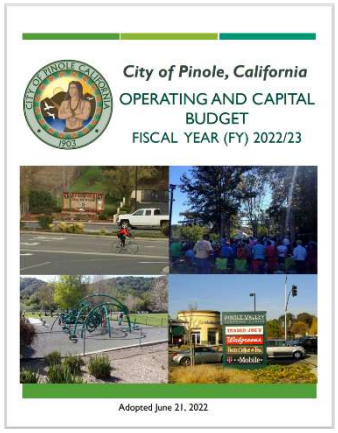


Source: Old Town Pinole Parking & Pedestrian Safety Study (2020)

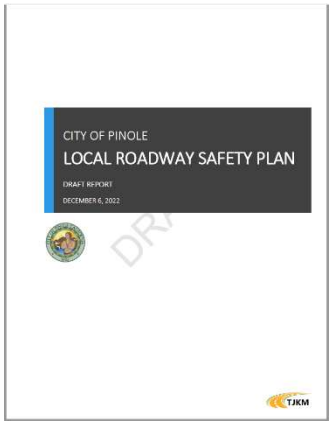


Capital Improvement Plan - FY 2022/23 – 2026/27 (2022): The Capital Improvement Plan (CIP) is a multi-year planning document used by the City to identify, plan for, and fulfill physical infrastructure needs over a rolling 5-year period, updated yearly. The Streets & Roads category includes projects most related to improvements in the City's mobility network. The current CIP was adopted in 2022 and covers the 5-year period from fiscal year 22/23 to fiscal year 26/27. Relevant project priorities include:

- Arterial Rehabilitation
- Tennent Ave Rehabilitation
- Appian Way Complete Streets
- Brandt St. Improvements
- Pedestrian Improvements at Tennent Ave near RX
- Hazel Street Gap Closure (Sunnyview)
- Pinole Valley Road Improvements
- Safety Improvements at Appian Way & Marlesta Rd. (HAWK at Appian Way and Marlesta)



City of Pinole Operating and Capital Budget Fiscal Year (FY) 2022/23: The City's Operating and Capital Budget is a legally required planning document that compares services desired by the community with the approximate resources available to provide those services. The budget is the City's financial and service planning tool for the next fiscal year and reflects what the City, through the interpretation of its elected officials on the City Council, values and chooses to fund. Public participation is encouraged and valued throughout the budget making process.



Local Road Safety Plan (2023): Pinole's Local Road Safety Plan (LRSP) identifies and analyzes traffic safety issues and recommends countermeasures that improve safety for all users. The LRSP includes a prioritized list of projects intended to reduce severe injuries and fatalities on Pinole's transportation network. The LRSP is a required component of many grant application programs, including the Federal Highway Safety Improvement Program (HSIP). Table 1 shows the LRSP project list.

Table 1: 2023 LRSP - List of Viable Safety Projects

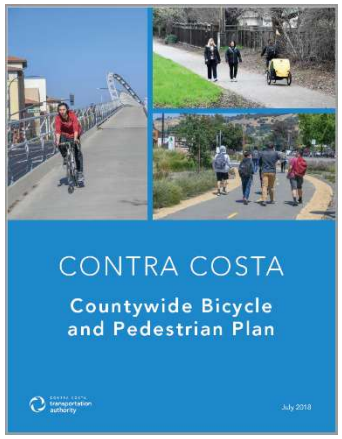
Project	Location	Cost Per Location	Total Cost
Project #1: Signalized Intersections (Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number, improve signal timing (coordination, phases, red, yellow, or operation), Provide protected left turn phase (left turn lane already exists)	Appian Way and Fitzgerald Dr	$13,790	$183,792
	San Pablo Ave and Tennent Ave	$8,610	
	Appian Way and Canyon Dr and Tara Hills	$53,410	
	Pinole Valley Road/ Tennent Ave/Ellerhorst St	$81,060	
	San Pablo Ave and Pinole Valley Rd	$8,610	
	San Pablo Ave and Pinon Ave/Appian Way	$9,702	
	Pinole Valley Rd and Estates Ave	$8,610	
Project #2: Pedestrian Safety at Signalized Intersections (Install advance stop bar before crosswalk, install raised median on approaches (S.I.), Install raised pavement markers and striping (Through Intersection)	Appian Way and Fitzgerald Dr	$68,243	$514,548
	San Pablo Ave and Tennent Ave	$60,459	
	Appian Way and Canyon Dr and Tara Hills	$62,734	
	Pinole Valley Rd/Tennent Ave/Ellerhorst St	$95,312	
	Fitzgerald Dr and Best Buy Parking Lot	$47,222	
	San Pablo Ave and Pinole Valley Rd	$103,858	
	Pinole Valley Rd and Estates Ave	$76,720	

Project	Location	Cost Per Location	Total Cost
Project #3: Safety at Unsignalized Intersections (Add intersection lighting (NS.I.), Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs, Install Rectangular Rapid Flashing Beacon (RRFB)	Walter Ave and San Pablo Ave	$238,455	$879,830
	Pinole Valley Rd and Simas Ave	$144,725	
	Pinole Valley Rd and Wright Ave	$241,815	
	Pinole Valley Rd and Rafaela St	$4,865	
	Wright Ave and Carol St	$6,195	
	Pinole Valley Rd and Savage Ave	$235,515	
	Simas Ave and Moraga Dr	$8,260	
Project #4: Citywide Signal Upgrade	Citywide Signalized Intersections	-	-
Project #5: Citywide Street light Inventory	Citywide Intersections and Street Segments	-	-
Project #6: Roadway Segments (Add Segment Lighting, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning), Install delineators, reflectors and/or object markers)	Pinole Valley Rd: San Pablo Ave to Collins Ave	$1,198,179	$1,469,474
	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	$17,981	
	San Pablo Ave: Golden Gate Park to Del Monte Dr	$9,198	
	Tara Hills: Kilkenny Way to Appian Way	$11,588	
	Walter Ave: North Terminus to San Pablo Ave	$88,613	
	Fitzgerald Dr: Jovita Ln to Appian Way	$44,050	
	Appian Way: San Pablo Ave to Michael Dr	$77,344	
	Tennent Ave: San Pablo Ave to Pinole Valley Rd	$22,523	

Project	Location	Cost Per Location	Total Cost
Project #7: Roadway Segments (Install centerline rumble strips/stripes, install edge-lines and centerlines, Install Rectangular Rapid Flashing Beacon (RRFB)	Pinole Valley Rd: San Pablo Ave to Collins Ave	$339,794	$914,375
	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	$19,194	
	San Pablo Ave: Golden Gate Park to Del Monte Dr	$6,591	
	Tara Hills: Kilkenny Way to Appian Way	$22,764	
	Walter Ave: North Terminus to San Pablo Ave	$3,511	
	Tennent Ave: San Pablo Ave to Pinole Valley Rd	$522,522	
Project #8: Roadway Segments (Road Diet/Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes), Install dynamic/variable speed warning signs, Install/upgrade pedestrian crossing (with enhanced safety features)	Pinole Valley Rd: San Pablo Ave to Collins Ave	$236,845	$1,483,510
	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	$360,675	
	Tara Hills: Kilkenny Way to Appian Way	$211,750	
	Fitzgerald Dr: Jovita Ln to Appian Way	$447,440	
	Appian Way: San Pablo Ave to Michael Dr	$226,800	
Project #9: Citywide Regulatory and Warning Sign Inventory	Citywide Roadway Segments	-	-
Project #10: Pedestrian Set-aside [Install Rectangular Rapid Flashing Beacon (RRFB)]	Tennent Ave (at Plum St & Pear St)	$248,300	$248,300

Source: City of Pinole Local Roadway Safety Plan (2023)

Regional Plans

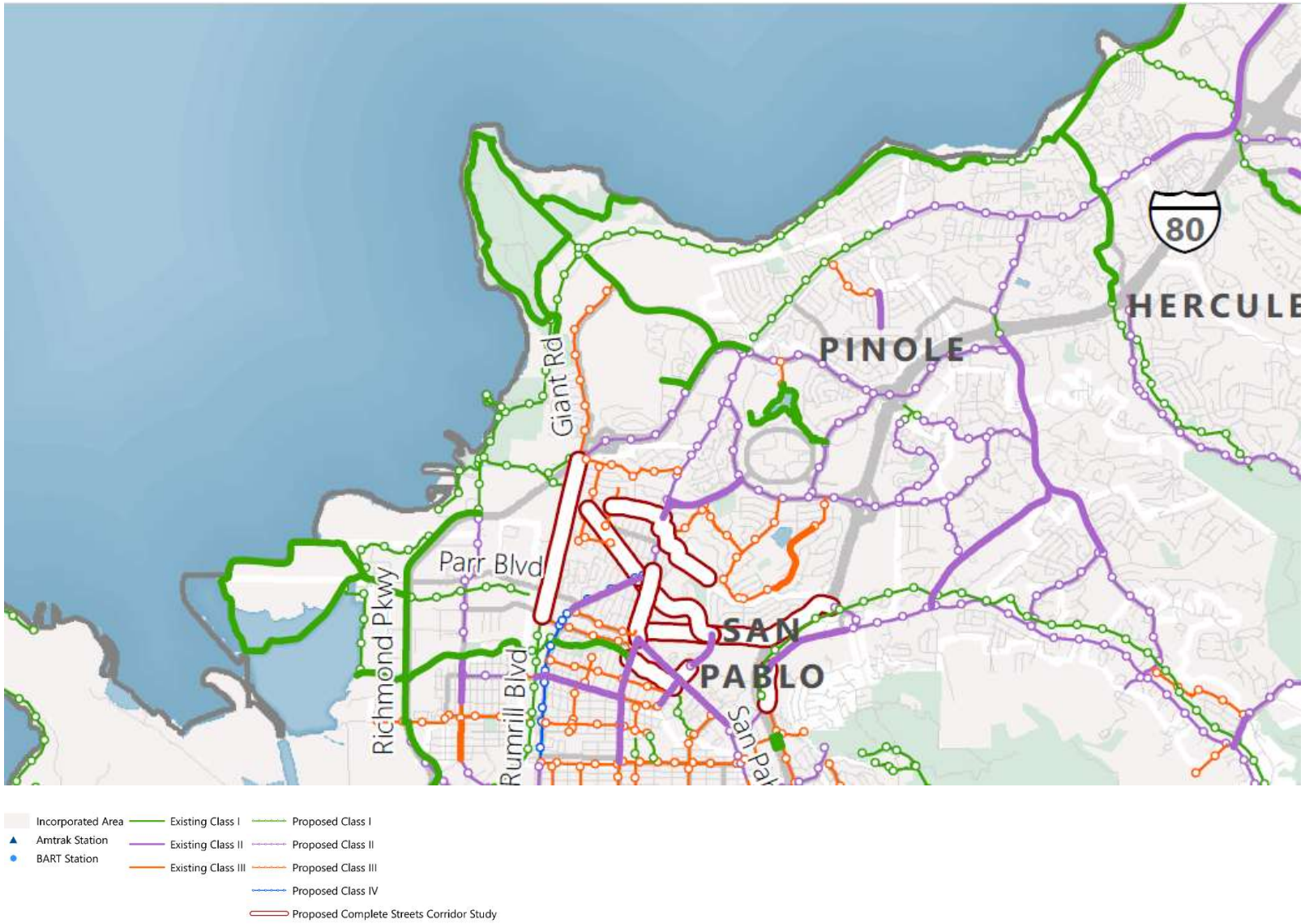


Contra Costa Countywide Bike and Pedestrian Plan (2018): The Countywide Bicycle and Pedestrian Plan (CBPP) prepared by the Contra Costa Transportation Authority (CCTA) was to support and increase the rates of walking and bicycling in Contra Costa County. Figure 9 shows the CBPP's existing and proposed bikeway map for Pinole and the surrounding area, organized by bicycle facility type. Figure 10 shows the CBPP's map of existing and proposed low-stress bikeways in Pinole and the surrounding area. Low-stress bicycle facilities are those rated LTS 1 or LTS 2 following a Level of Traffic Stress analysis. Figure 11 shows a map of pedestrian priority areas, where pedestrian improvements are most needed, identified by the CBPP. Proposed projects are listed in Table 2.

Local Implementation Actions recommended by the CBPP encourage cities including Pinole to:

- Adopt bicycle and pedestrian plans in compliance with California's Active Transportation Program (ATP).
- Implement priority projects identified in the CBPP.
- Accommodate pedestrians and bicyclists in all new and rebuilt transportation projects.
- Increase bicycle parking through the adoption of bicycle parking ordinances for public and private developments and provide/install bike racks at existing sites.
- Revise general and specific plans to better support walking and bicycling.
- Adopt guidelines and standards for new development and redevelopment to better serve bicycling and walking.
- Support 511 Contra Costa's bicycle and pedestrian initiatives.

Figure 9: 2018 Countywide Bike and Pedestrian Plan – Bikeway Map for Pinole & Vicinity



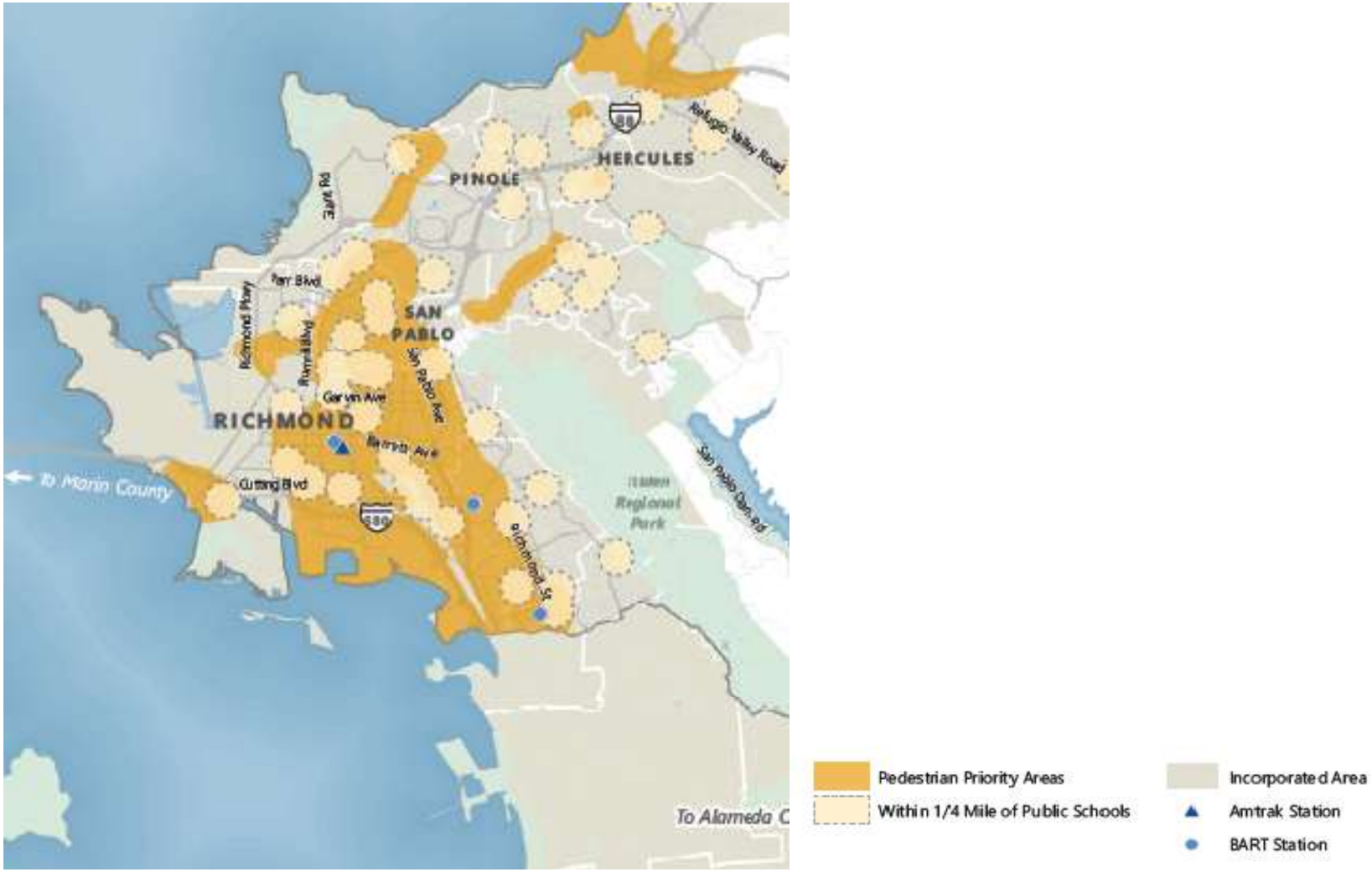
Source: Contra Costa Countywide Bike and Pedestrian Plan (2018)

Figure 10: 2018 Countywide Bike and Pedestrian Plan - Proposed Low-Stress Bikeway Network



Source: Contra Costa Countywide Bike and Pedestrian Plan (2018)

Figure 11: Contra Costa Countywide Bike and Pedestrian Plan – Pedestrian Priority Areas



Source: Contra Costa Countywide Bike and Pedestrian Plan (2018)

Table 2: 2018 Countywide Bicycle and Pedestrian Plan - Proposed Bicycle and Pedestrian Projects

Project Name	Jurisdiction	Description	Limits	Total Project Cost	Funding Amount	Source of Funding
1655 — Appian Way Complete Street Improvements	Contra Costa County	Close sidewalk gaps, sidewalk, curb ramps, bicycle lanes, and bulb outs.	Garden Road to City of Pinole	$2,500,000	$500,000	Local AOB funds
1663 — San Pablo Avenue Complete Street Project	Contra Costa County	Provide a class III bike route	Tara Hills Drive to City of Pinole	$1,200,000	[blank]	[blank]
1806 — West County Safe Routes to School Expansion Project	Contra Costa County	Expand the West Contra Costa SR2S program to add 2 additional elementary schools to each jurisdiction within West Contra Costa: Richmond, San Pablo, El Cerrito, Pinole, Hercules, and the unincorporated area.	Collins Elementary and Shannon Elementary (Pinole)	$801,800 (total expansion, including schools outside Pinole)	$92,000 $709,800	Local Cycle 2 Regional Safe Routes to School
0599 — SF Bay Trail: Pinole Shores to Bayfront Park	East Bay Regional Park District	Project would construct a section of the San Francisco Bay Trail in the City of Pinole between Pinole Shores and Bayfront Park, approximately 0.5 mile. The proposed project would extend an existing Class I nonmotorized, paved trail from a hillside bluff across from Hazel Lane in Pinole Shores east over the Union Pacific Railroad (UPRR) tracks to connect to an existing path in Bayfront Park. The alignment would travel between the UPRR and Burlington Northern Santa Fe Railroad (BNSF) tracks for approximately 1,500 feet, then sweep north and east on a 140-foot radius curve with an elevated structure of approximately 1,100-feet in length to cross over the UPRR tracks. The last segment of the trail would parallel the UPRR tracks, traversing wetlands and marsh lands of San Pablo Bay, to connect with the existing path in Bayfront Park. Construction of the proposed trail alignment would require earthwork, retaining walls, and installation of a grade-separated bridge over the railroad tracks.	Pinole Shores to Bayfront Park	$13,300,000	$600,000 $790,000 $500,000 $2,060,000	TIGER II EBRPD AA Bond WCCTAC STMP EBRPD WW Bond
1324 — SF Bay Trail, Pt. Pinole to Pt. Wilson	East Bay Regional Park District	Extend the Bay Trail from the Pt. Pinole Regional Park to Pt. Wilson in the San Pablo Bay Regional Park. EBRPD completed a feasibility and preliminary engineering study on SF Trail between Pt. Pinole Shoreline and Pt. Wilson adjacent to the Railroad tracks in 2005.	Pt. Pinole Regional Shoreline to Pt. Wilson	$6,000,000	[blank]	[blank]
3081 — Bay Trail: Pinole Point Properties to Wilsons Point	East Bay Regional Park District	Construct a new .75 mi. paved Class I trail from Pinole Point Business Park to Wilsons point along the San Pablo Bay shoreline and UPRR. Trail section requires a 3,000' boardwalk & 1,000' of paved trail.	Pinole Point Properties to Wilsons Point	$10,000,000	[blank]	[blank]

Project Name	Jurisdiction	Description	Limits	Total Project Cost	Funding Amount	Source of Funding
3015 — High Intensity Activated Crosswalk Beacon	City of Pinole	Installation of a High-Intensity Activated Crosswalk Beacon (HAWK) at the intersection of Appian Way and Marlesta Road. The HAWK will be modified to rest in green. Curb ramps need modification to meet current ADA standards.	at Marlesta Road	$125,000	$120,000 $5,000	OBAG 2 City of Pinole
3021 — Shale Hill Project	City of Pinole	The proposed project will construct a retaining wall, sidewalk and a new curb gutter along northern edge of the San Pablo Avenue right of way in the vicinity of Alvarez Avenue. There is an existing sidewalk gap that will be eliminated with this project.	Alvarez Ave to Oak Ridge Rd	$1,034,800	[blank]	[blank]
3093 — Appian Way Complete Street	City of Pinole	Complete street features on Appian Way from Fitzgerald Dr. to City limit.	Fitzgerald Dr. to Pinole City Limits	$800,000	[blank]	[blank]
3094 — Bay Trail Railroad Avenue Gap	City of Pinole	Provide bike/ped connection for missing Bay Trail segment near Railroad Ave	Railroad Avenue in Pinole	$200,000	[blank]	[blank]
3095 — Downtown Pinole Bike/Ped Improvements	City of Pinole	Close sidewalk gaps, add ADA ramps / pads provide bicycle facilities, etc.	Various streets in downtown Pinole	$1,000,000	[blank]	[blank]
3096 — Pinole Creek Path Rehabilitation	City of Pinole	Improve and rehabilitate Pinole Creek Bike path from PVHS to Old Town Pinole.	Pinole Valley High School to Old Town Pinole	$1,000,000	[blank]	[blank]
3097 — Bicycle Sharrows & Signage on Pinole Valley Road	City of Pinole	Add bicycle sharrows and signage along Pinole Valley Road	[blank]	$15,000	[blank]	[blank]

Source: Contra Costa Countywide Bike and Pedestrian Plan (2018)

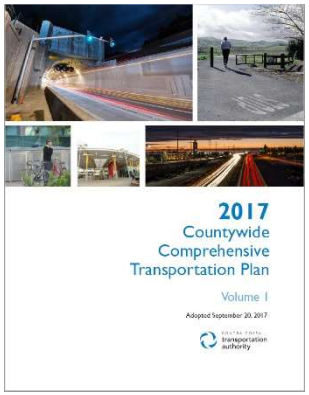


Contra Costa County Transportation Authority (CCTA) Transportation Expenditure Plan (2020): The CCTA Transportation Expenditure Plan (TEP) acts as the guide for transportation investments in Contra Costa County for the next 35-year period. The plan includes transportation projects and programs in all stages, from planning to delivery, with funding provided by the County's half-cent transportation sales tax as well as leveraged grant funding at the state and federal level. Policy priorities include:

- **Transit Policy**: Improve transit service and amenities, including first- and last-mile connections, to increase transit ridership.
- **Complete Streets Policy**: Streets should be made safer and more efficient by making space for all roadway users (motorists, bicyclists, pedestrians, transit riders), providing more options and reducing the need for costly roadway widening.
- **Road Traffic Safety**: Funding recipients should use all tools available to plan and design for roadways and a mobility network that eliminate the risk of traffic-related severe injury and death.

Planned investments include:

- Enhance I-80, I-580, Transit, and BART Corridor: Improve Traffic Flow on Major Roads in West County
- Railroad grade separations
- New bicycle and pedestrian facilities
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs and gutters, and streetscapes
- Bus transit facility enhancements, such as bus turnouts and passenger amenities
- Improving Transit and Transportation Countywide In All Our Communities
- Improve Walking and Biking on Streets and Trails



CCTA Countywide Comprehensive Transportation Plan (2017): The CCTA Countywide Comprehensive Transportation Plan (CTP) is the Contra Costa Transportation Authority's long-term plan for transportation investment, planning, and growth management. It seeks to move people and goods using all travel modes; manage growth, support its communities, and protect the environment; make it easier for people to take transportation alternatives to single-occupant vehicles; maintain the current mobility network; and use limited funding resources to maximize benefit. Policy priorities include:

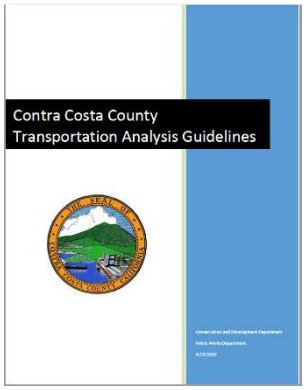
- **1.2** Collaborate cross-jurisdictionally to manage traffic congestion and increase multimodal trips.
- **1.3** Close gaps in the bicycle and trail network and improve connectivity to this network.
- **3.3** Require that local jurisdictions adopt "Complete Streets" policies, supporting transportation alternatives in new developments, priority development areas, and transit priority areas.
- **3.4** Invest in trails, walkways, and pedestrian improvements, especially for transit-oriented developments.
- **3.5** Encourage increased use of transit, bicycling, and walking.

- **3.8** Develop and expand a connected, well-organized bikeway system.
- **3.10** Support Safe Routes to Schools projects and programs

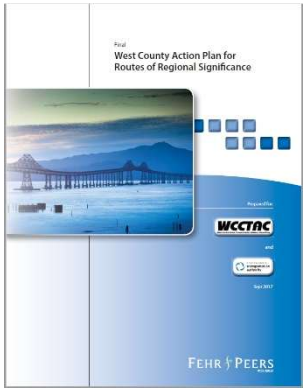
Table 3: 2017 Countywide Comprehensive Transportation Plan - 10-Year and 20-Year Project List

Project	Project Mode	Cost (2017 $ in Millions)
San Pablo Avenue Pedestrian Gap Closure *Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge.* *Sponsor: Pinole, 10-Year List*	Bike/Ped	$1.1
Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way *Construct multimodal improvements on San Pablo Ave, Pinole Valley Rd, and Appian Way in Pinole.* *Sponsor: Pinole, 20-Year Project List*	Bike/Ped	$5.5

Source: CCTA Countywide Comprehensive Transportation Plan (2017)



Contra Costa County Transportation Analysis Guidelines (2020): The Contra Costa County Transportation Analysis Guidelines (TAG) assist project applicants and staff in traffic analysis preparation work. The guidelines create a set process and methodology for how to evaluate the impacts of transportation and land use projects on the existing Contra Costa County transportation network.



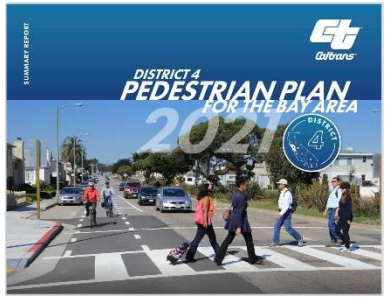
West County Action Plan (2017): The West County Action Plan addresses the future travel needs in West Contra Costa County and along the I-80 corridor via regional planning and growth management strategies. In addition to Pinole, the West County Planning Area, as defined in the Contra Costa County General Plan, includes the communities of El Cerrito, Richmond, Hercules, and San Pablo, as well as unincorporated Contra Costa County.



West Contra Costa High-Capacity Transit Study (2017): The West Contra Costa High-Capacity Transit Study was created to determine the feasibility of various high-capacity transit options in West Contra Costa County, examining different methods for expanding transit capacity and improving the mobility network overall. This study acts as a framework for regional stakeholders and governance bodies to evaluate and prioritize transportation projects that are cohesive, cost-effective, and capable of being funded.

Within the Study's Goals and Objectives, Objective 1B seeks to improve access for all modes of transportation to existing and proposed transit hubs in order to increase transit ridership.

State



Caltrans District 4 Pedestrian Plan for the Bay Area (2021): The Caltrans District 4 Pedestrian Plan for the Bay Area implements the vision of "Toward an Active California," identifying and prioritizing locations with bicycle and pedestrian needs in Caltrans District 4 with the plan goals of safety, mobility, equity, and preservation.

Caltrans evaluated data about the State Highway System (SHS) from its own inventories, regional plans, local plans, and public engagement, determining where gaps and barriers to walking and bicycling exist along or across the SHS. Location-based needs within the study area are included below:

Table 4: District 4 Pedestrian Plan for the Bay Area - Location-Based Needs

Road Segment	Extents	Crossing or Corridor	Mode
Appian Way	Crossing of I-80	Crossing	Bicycle and/or Pedestrian
Fitzgerald Dr	Crossing of I-80	Crossing	Bicycle and/or Pedestrian

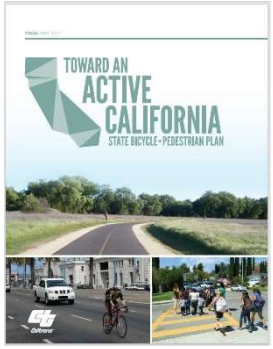
Source: Caltrans District 4 Pedestrian Plan for the Bay Area

Locations with needs on the SHS were evaluated and prioritized based on how they align with the goals of Toward an Active California. Scored segments were ranked and sorted into tiers, with Tier 1 representing the highest intensity of need. Prioritization of location-based needs within the study area are included in the following table:

Table 5: District 4 Pedestrian Plan for the Bay Area - Needs Prioritization

Road Segment	Extents	Gap Type	Tier (intensity of need)
Appian Way	Crossing of I-80	Freeway Junction Improvement	Tier 2
Fitzgerald Dr	Crossing of I-80	Freeway Junction Improvement	Tier 2

Source: Caltrans District 4 Pedestrian Plan for the Bay Area



Toward an Active California (2017): Toward an Active California is the State's first bicycle and pedestrian plan that provides policies and actions for the California Department of Transportation (Caltrans) and partner agencies to undertake to improve comfort, connectivity, safety, and feasibility of travel by walking and bicycling.

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.

Local Context

Land Use Pattern

The City of Pinole is in West Contra Costa County in the San Francisco Bay Area. It sits on the shores of San Pablo Bay, astride the Interstate 80 corridor – the main route connecting the San Francisco/Oakland metropolitan area with Sacramento, Lake Tahoe, and destinations east – and just south of the SR 4 interchange, connecting to the communities of central Contra Costa County and I-680. Located 17 miles northeast of the city of San Francisco, Pinole is approximately 4 square miles in geographic area. At 19,065 people, Pinole is the third least populous city in Contra Costa County. The city of Hercules is located to the north/northeast, the community of El Sobrante to the south/southeast, the city of Richmond to the southwest, and the communities of Tara Hills and Bayview-Montalvin and the San Pablo Bay to the north/northwest. Figure 1 provides a map showing Pinole's location.

The original inhabitants of what is now Pinole were members of the Lisjan (Ohlone) nation and the area was referred to as Huchiun and Carquin territories. Pinole's development as a part of California's own origin story is reflected in the development pattern still seen today. As a land grant from the Mexican government and then spurred by both the development of the Southern Pacific Railroad and the establishment of the California Powder Works in nearby Hercules, Pinole grew into a hub for commerce, banking, and waterfront trade. Following World War II, Pinole and surrounding communities saw major residential growth, much of which replaced the industrial land uses that preceded it.



The City's urban area is characterized by single-family homes within subdivisions. Large retail centers are concentrated at intersections of major streets and along Interstate 80. Schools, parks, and other civic uses are located throughout the City, within walking distance for many residents. Pinole's historic downtown commercial district, located at the heart of the City, is walking distance from some residential neighborhoods, as well as Pinole Creek, Fernandez Park, and the bayfront.

Demographics

All demographic data reflects 2021 American Community Survey 5-year Estimates from the United States Census Bureau, unless otherwise indicated.

POPULATION

Pinole is home to roughly 19,065 residents. There are a total of 6,794 households, and on average, each household has 2.79 residents.

AGE

As shown in

Table 6, residents 19 years of age and under account for over 19 percent of the City of Pinole's population. A majority of those 19 and under are unable to drive themselves in personal vehicles, suggesting a sizeable need for safe places to walk, scoot, bicycle, or take transit to their destinations.

Table 6: Age of Pinole Residents

Age Group	Percent
19 years and under	19.1%
20-44	33.9%
45-64	24.9%
65 and over	22.2%



Pedestrian bridge to Pinole Senior Center crossing Pinole Creek in Fernandez Park

INCOME

Median household income in Pinole is $104,275, which is less than the Contra Costa County median of $111,080 but greater than the California median of $84,907.

ACCESS TO CARS

The California Healthy Places Index (HPI) ranks the City of Pinole within the 50.9 percentile for automobile access for cities and towns, somewhat less than the Contra Costa County percentile of 58.9 for counties. Using HPI's latest data source (ACS 2015-19), just under 4.2 percent, or just over 800 Pinole residents, do not have access to a car and may rely on walking, bicycling, or taking transit for their daily transportation needs.

DISADVANTAGED COMMUNITIES

Disadvantaged communities refers to areas throughout California which suffer from a combination of economic, health, and environmental burdens. Such burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes as well as high incidence of asthma and heart disease. The presence of disadvantaged communities, including those with lower socioeconomic status, communities of color, and communities faced with environmental or pollution burden, can be measured in several ways. Many ATP funding sources prioritize projects that serve disadvantaged communities.

There are several methods for determining whether an area meets the definition of a disadvantaged community including:

- **Equity Priority Communities** are census tracts identified by the Bay Area Metropolitan Transportation Commission (MTC) that have a significant concentration of underserved populations, such as households with low incomes and people of color. Figure 12 shows Equity Priority Communities in blue. As shown in Figure 12, there are sections of Pinole near Tara Hills Drive that are defined as Equity Priority Communities by MTC.
- The **California EnviroScreen 4.0** tool from the State Office of Environmental Health Hazard Assessment can be used to identify areas that quality as disadvantaged communities based on exceeding the 75th percentile. Areas located north of San Pablo Avenue and southwest of Tara Hills Drive, are designated as disadvantaged communities using CalEnviroScreen, as illustrated in Figure 13.
- Areas with **Median Household Income (MHI)** less than 80% of the statewide median. No areas are designated as disadvantaged using MHI, as illustrated in Figure 14.

Figure 12: MTC Equity Priority Communities Map

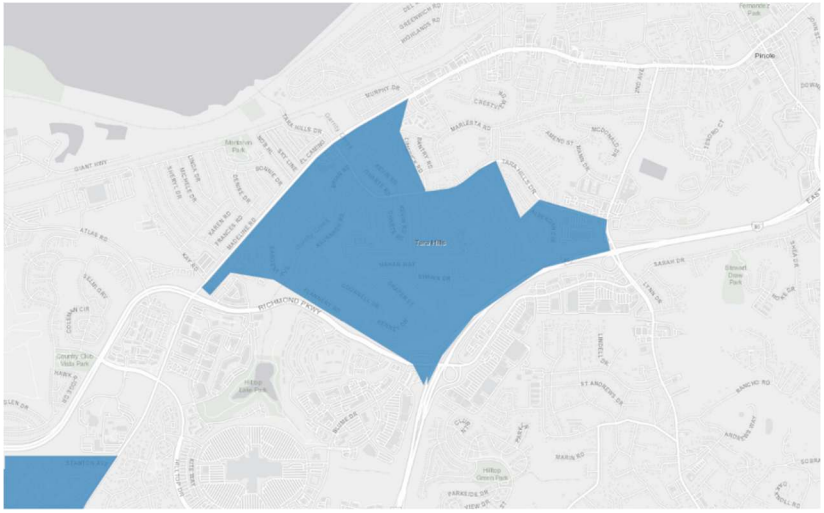


Figure 13: Disadvantaged Communities Map (CalEnviroScreen 4.0 Percentile)

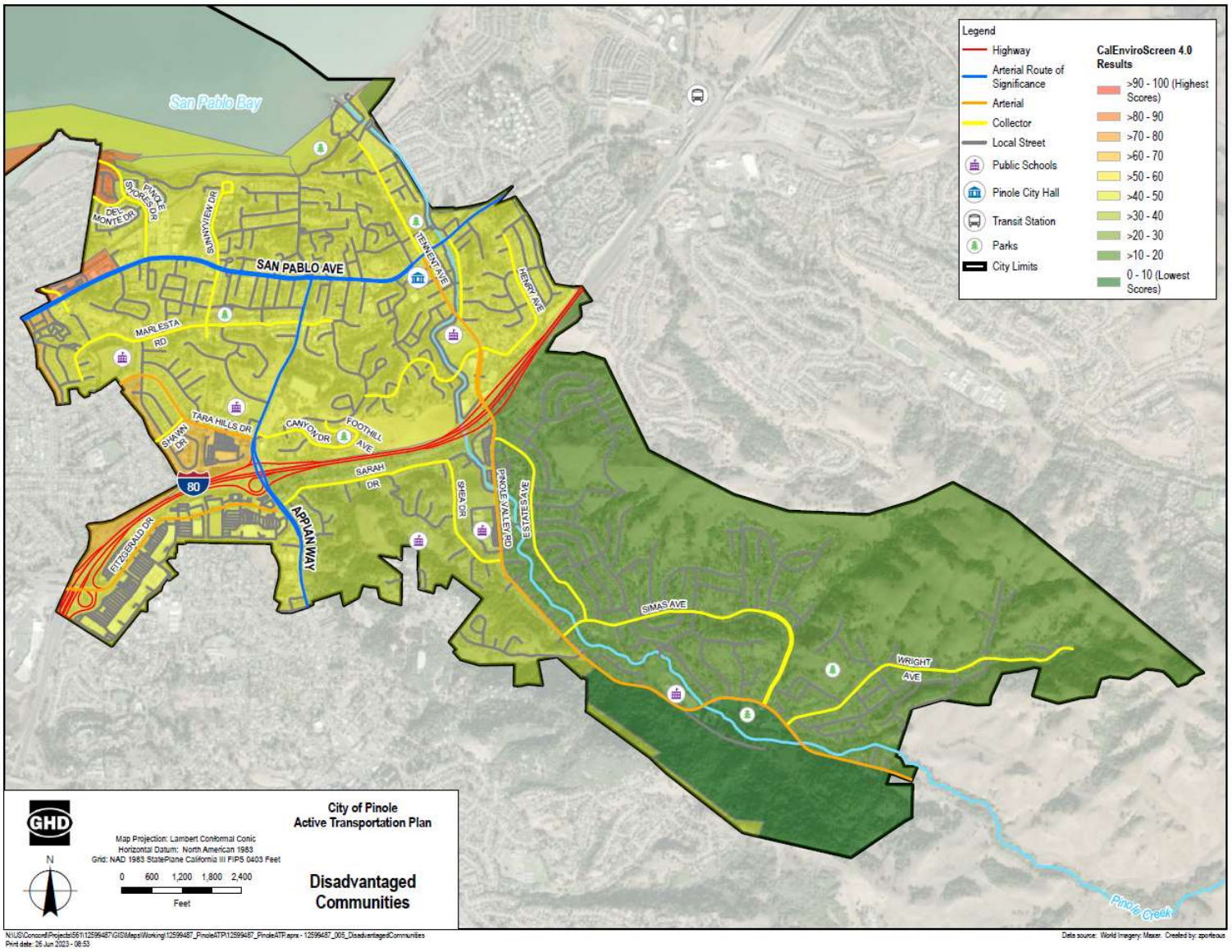
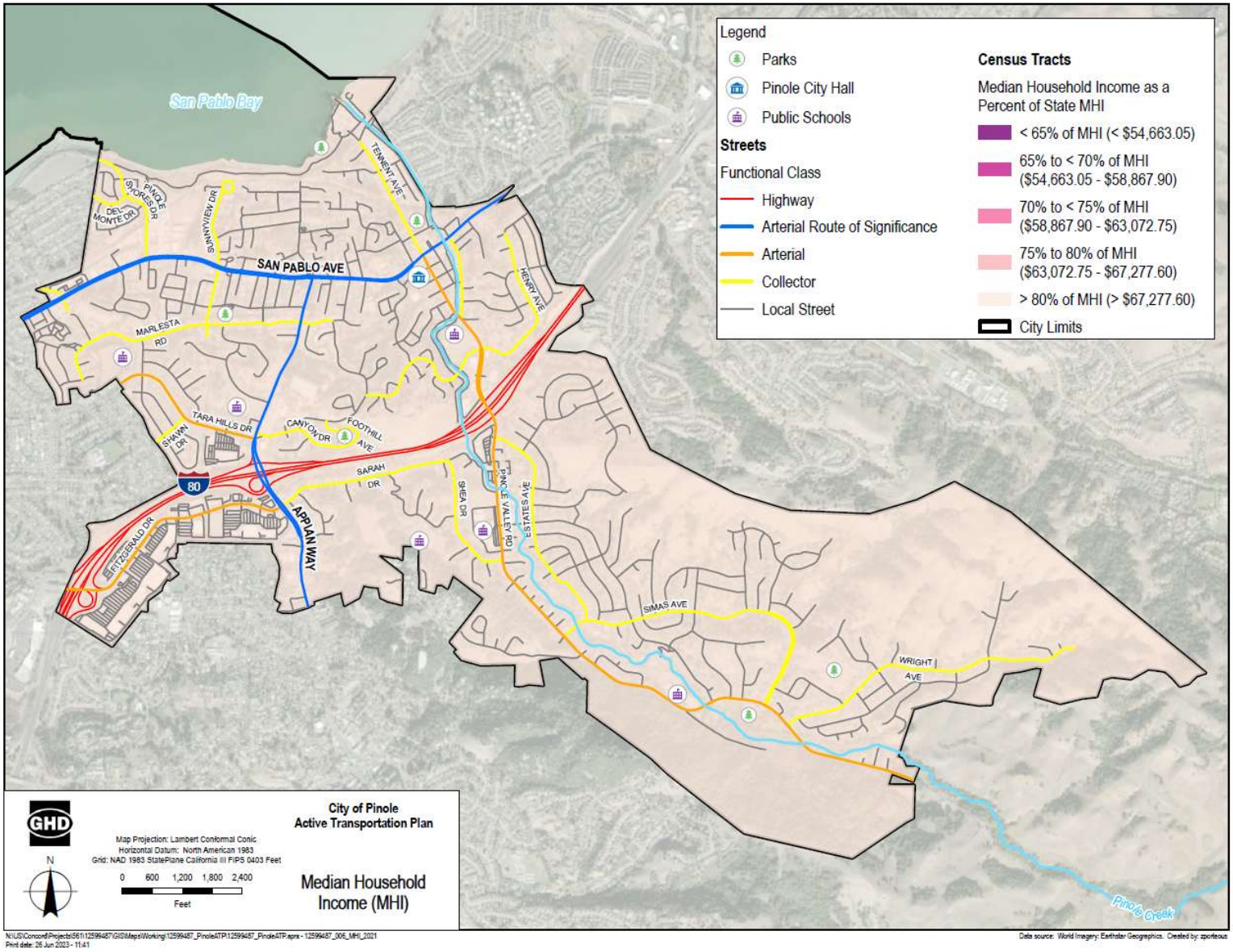


Figure 14: 2021 Median Household Income (MHI) Map



Rates of Walking & Bicycling

Walking comprises roughly 10 percent of daily trips in Pinole, 15 percent of daily trips in Contra Costa County, and nearly 17 percent of daily trips statewide, as summarized in Table 7. Bicycling comprises 2.2 percent of daily trips in Pinole, 1.3 percent of daily trips in Conta Costa County, and roughly 1.5 percent of daily trips statewide. The relatively limited provision of bikeway facilities in most communities is a key factor behind the relatively low rate of bicycling. Higher rates of bicycling are common in communities that have invested in bikeway networks, particularly low-stress bikeway facilities.

Table 7: Modes of Transportation (Daily Trips)

	State of California (2010-12)	Pinole (2023)	Contra Costa County (2023)
Drive alone	49.3%	64.6%	58.3%
Carpool/Van pool	26.5%	19.8%	23.4%
Public Transit	4.4%	0.4%	0.7%
Walk	16.6%	10.3%	14.7%
Bicycle	1.5%	2.2%	1.3%
Other	1.1%	2.7%	1.6%

Source: 2010-2012 California Household Travel Survey (2013) for State of California; Replica (2023) for Contra Costa County. Note: Year 2023 transit rate reflects reduced transit ridership following the COVID pandemic. Additional Note: "Other" modes include taxi/TNC, as well as company shuttles, paratransit, and scooters.

Journey to Work

Pinole is home to roughly 7,200 employed residents, most of whom commute to places of employment outside of Pinole. Over 72 percent of employed residents in Pinole drive alone to work, according to 2021 5-year estimates from the American Community Survey. Nearly 1 percent of Pinole workers walked to work, compared to 1.4 percent in Contra Costa County and 2.1 percent statewide. The City's bicycling to work rates (as combined with taxicab, motorcycle, and other modes) are also lower when compared to county and state, with Pinole at 0.9 percent, Contra Costa County with 1.8 percent, and the state with 2.4 percent.

Table 8: Mode of Transportation to Work (Employed Residents)

	Pinole	Contra Costa County	California
Drive alone	72.6%	63.6%	70.6%
Carpool	9.3%	10.1%	9.6%
Public transit	7.2%	8.9%	4.0%
Walk	0.8%	1.4%	2.1%
Taxicab, motorcycle, bicycle, other	0.9%	1.8%	2.4%
Work from home	9.3%	14.3%	11.3%

American Community Survey 2021 5-year Estimates

While long commutes may be unlikely candidates to shift to walking or bicycling, over 8 percent of workers in Pinole, or about 703 people, travel less than 10 minutes to work each day. An additional 15 percent, or about 1,335 people, travel between 10 and 20 minutes to work. If improved connections between residential neighborhoods and employers within and adjacent to Pinole are created, these short commutes represent opportunities to increase walking and bicycling trips.

Street Network

Most of Pinole is organized into suburban residential, commercial, and more rural/open space/park tracts, connected by a 79-mile street network including roughly 20 miles of Arterial and Collector streets. Arterial streets are generally 4 lanes wide and typically intersect with other arterials at signalized intersections.

Within the tracts, collector streets provide access to residential neighborhoods characterized by cul-de-sac and loop streets in some neighborhoods; residential neighborhoods immediately adjacent to Downtown exhibit a grid-like pattern.

The Interstate 80 (I-80) freeway runs diagonally north-south through Pinole, providing regional connections but also creating barriers to internal circulation between Pinole neighborhoods, including disrupting the continuity of the Pinole Creek Trail, resulting in mobility challenges for people walking and bicycling.

Table 9: Existing Street Network Miles

Street Classification	Existing Miles
Arterial Route of Regional Significance	5.47 mi
Arterial Streets	4.99 mi
Collector	10.40 mi
Local Streets	58.29 mi
TOTAL	**79.15 mi**

Source: GHD (based on GIS data containing street network)



A person riding a bicycle on the sidewalk of San Pablo Avenue in Old Town Pinole

Figure 15: Existing Street Network Map

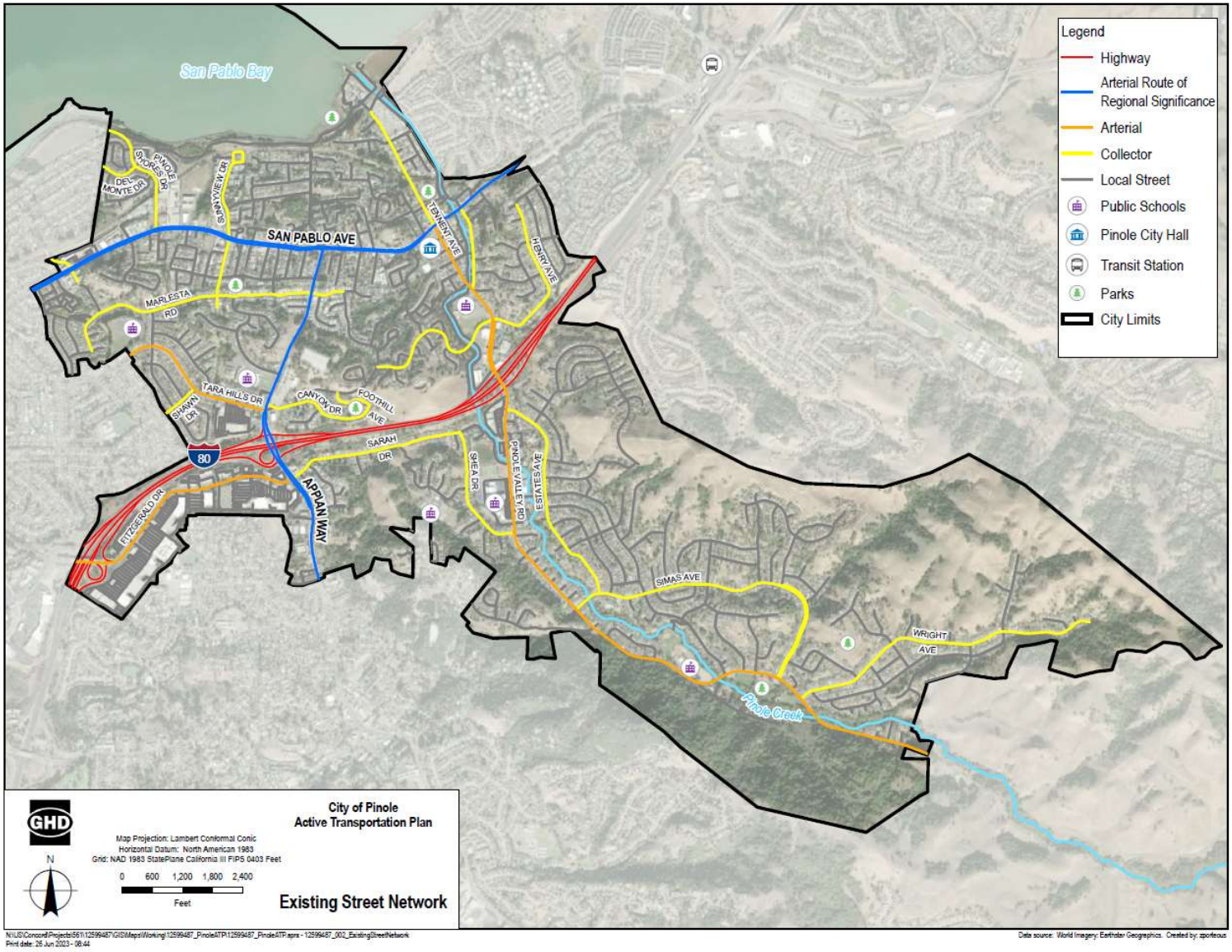
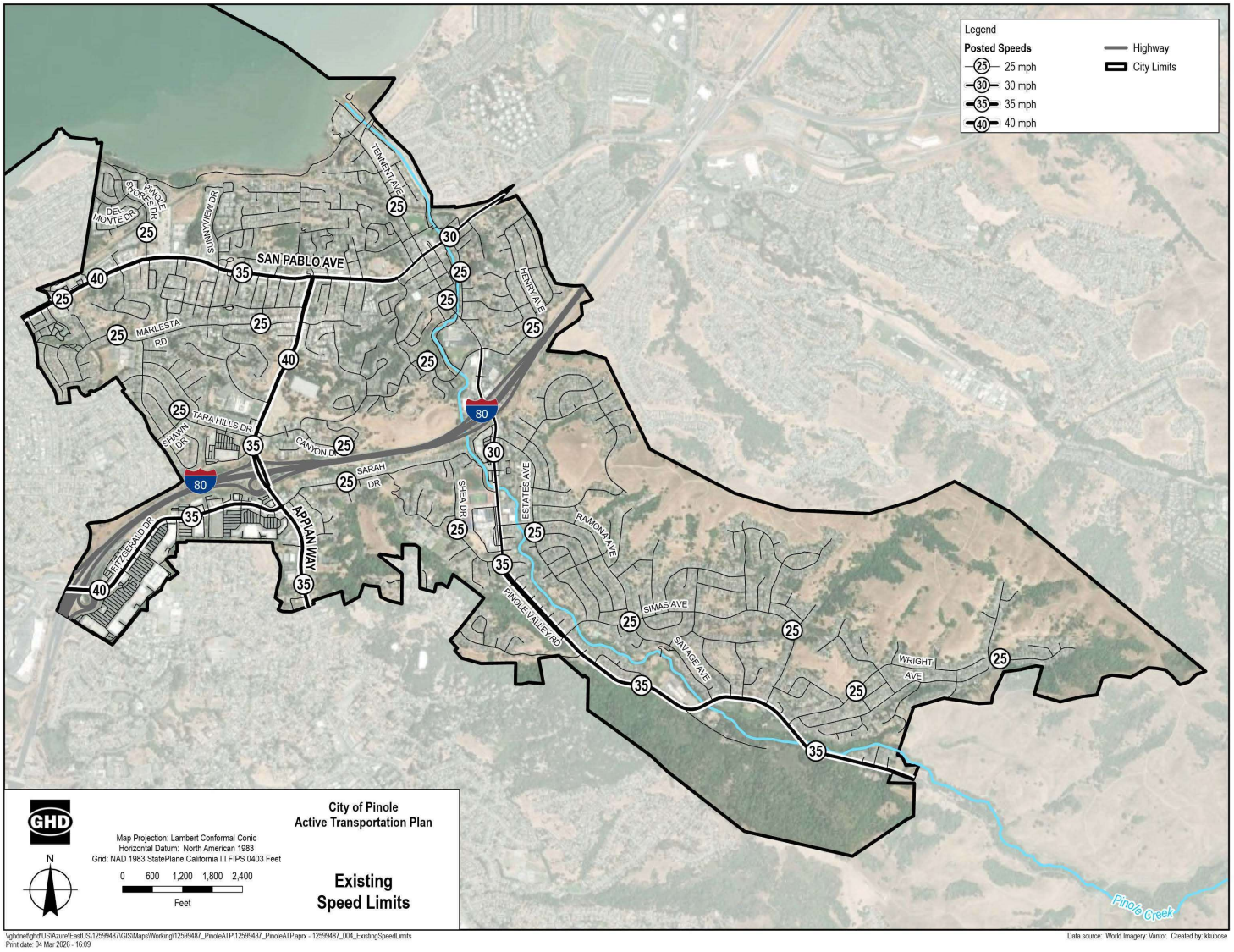
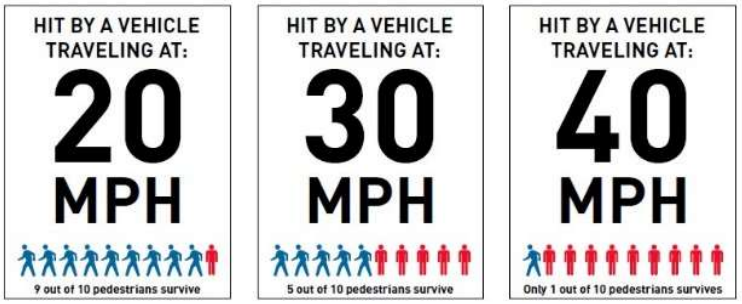


Figure 16: Existing Speed Limits Map



Traffic Speeds

The current speed limits on major streets within Pinole are illustrated on Figure 16. Posted speed limits are often based on prevailing speeds (defined as the 85th percentile speed). Streets with wide travel lanes (greater than 11 feet), wide shoulders, and large curb radii tend to result in higher prevailing speeds as emphasized on Figure 17. Streets with wide travel lane widths therefore provide opportunities to reallocate space in a manner that better serves all modes of travel.

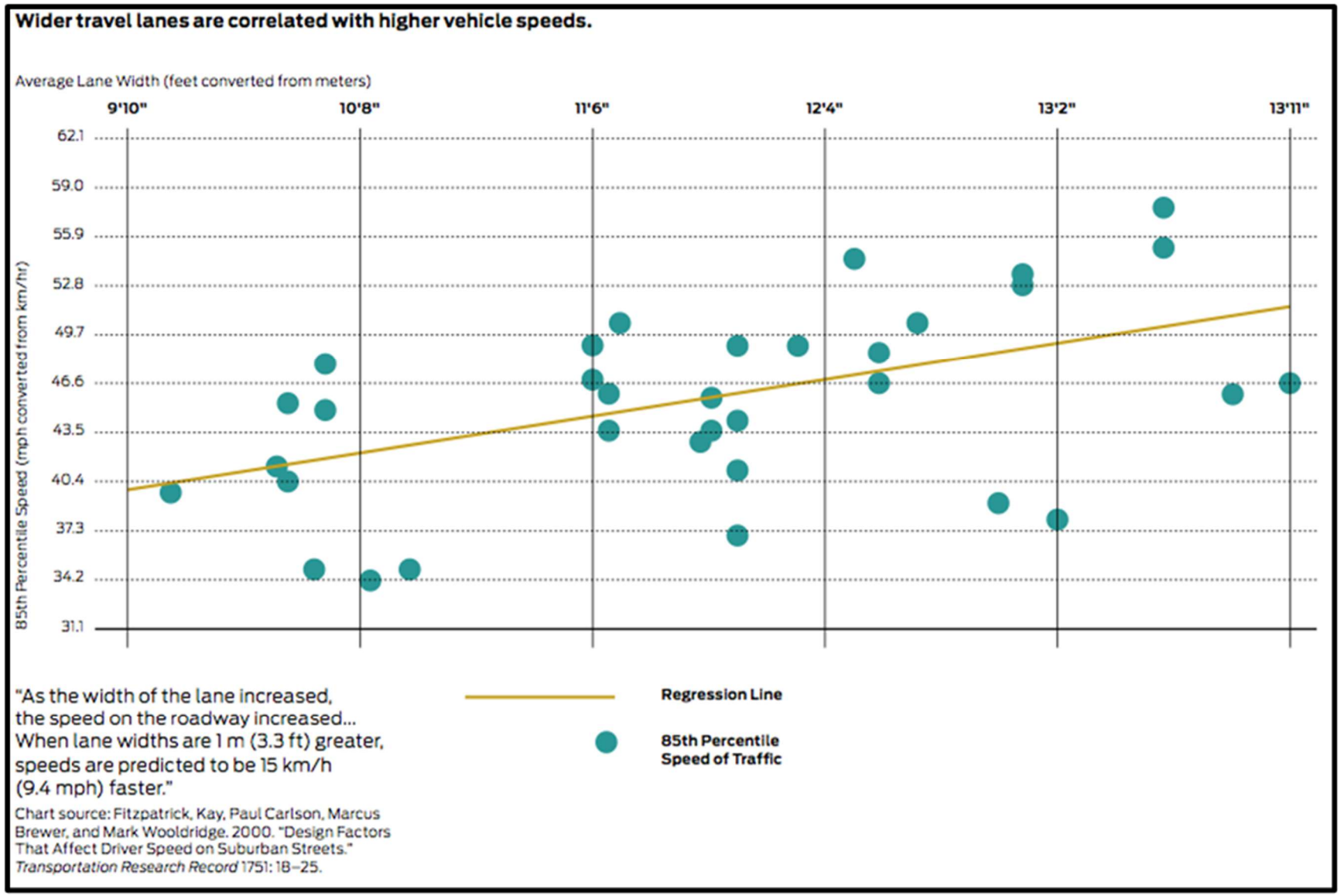


Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.



Existing Speed Feedback Sign and Bicycle Facilities on Appian Way

Figure 17: Wide Travel Lanes & Higher Vehicle Speed



Source: National Association of City Transportation Officials (NACTO) Urban Street Guide

Pedestrian Facilities

Sidewalks & Paths



Together with Class I shared use paths, sidewalks form the backbone of the pedestrian transportation network. Most streets in Pinole have sidewalks, but sidewalk gaps exist on portions of Pinole Valley Road (east of I-80) and on some segments of San Pablo Avenue. Sidewalks are provided in most residential and commercial areas, although some residential neighborhoods may lack sidewalk on both sides of the street. While most sidewalks, particularly along area arterials, are not overly wide, they are mostly free of obstructions from objects like light poles, overhead utilities, utility boxes, and outstanding repair needs. Where narrow sidewalks are present immediately adjacent to high-speed arterials, it can be challenging for pedestrians to comfortably navigate.

Crosswalks



Crosswalks are an extension of the sidewalk and provide guidance for pedestrians by defining a path of travel across the roadway at intersections. Crosswalks are not required to be marked but marked crosswalks alert drivers to the crossing and increase yielding for pedestrians.

Marked crosswalks can use standard parallel lines or “ladder-style” high visibility markings that include bold perpendicular markings between crosswalk edge lines. In school zones, crosswalks are yellow.



"Ladder-style" crosswalk at the intersection of Savage Avenue and Pinole Valley Road, adjacent to Pinole Valley Park.

Curb Ramps

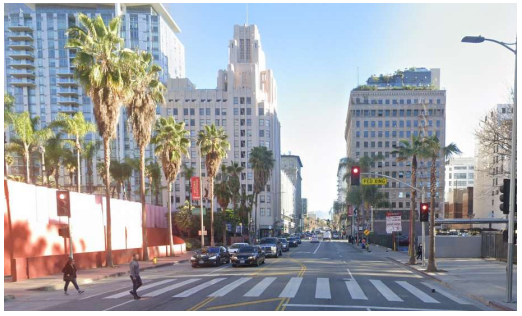


Curb ramps are necessary for people using wheelchairs to access sidewalks and crosswalks as well as people pushing strollers or who may have difficulty stepping onto a raised curb. Under the Americans with Disabilities Act (ADA), curb ramps are required to be installed with all new or retrofitted sidewalks. At corners, two curb ramps should be provided that align with each crosswalk, whenever possible.

Pedestrian Activated Devices

Pedestrian signals, pedestrian hybrid beacons, and rectangular rapid flashing beacons are types of pedestrian-activated devices used to facilitate crossings at midblock or uncontrolled locations, typically locations without a traffic control device such as a stop sign or traffic signal.

PEDESTRIAN SIGNAL



Pedestrian signals control traffic at midblock crossing locations. The traffic signal rests on green for vehicles until a pedestrian pushes a button to cross the street. The signal changes to yellow and then red to stop traffic, and pedestrians are shown a "walk" signal.

PEDESTRIAN HYBRID BEACON



A PHB on San Pablo Avenue at Eureka Avenue in El Cerrito, CA.

Pedestrian Hybrid Beacons (PHBs), also known as High Intensity Activated Crosswalk Beacons (HAWKs), are a type of pedestrian beacon that can bring cars to a stop with a red light when a pedestrian pushes a button. Once initiated, PHBs will flash yellow, then turn solid yellow, then turn solid red. PHBs are recommended for roadways with four or more travel lanes.

RECTANGULAR RAPID FLASHING BEACON



RRFBs include bright amber rectangular lights that flash in an alternating pattern when a pedestrian pushes a button. The beacon is dark when not activated. RRFBs increase visibility of the crosswalk, and alert drivers when a pedestrian is crossing the street.

Barriers to Walking

Natural and human-made barriers may present challenges to people walking in Pinole. The presence of I-80, with high traffic volumes and speeds, increases stress for users attempting to cross this facility.

Input from community residents during preparation of this ATP indicate that speeding drivers (particularly near I-80 and on San Pablo Avenue) and drivers failing to yield at crosswalk are key concerns.

In addition, Caltrans District 4's 2021 Active Transportation Plan conducted surveys where community members identified major bicycle and pedestrian needs along state highways[1]. Appian Way and Fitzgerald Drive were identified as key crossings of I-80 where improvements for pedestrians and cyclists are needed.

Several rail lines bisect the city, including freight and passenger rail. Rail corridors can cause interruptions in safe and efficient active travel in specific locations, including lack of safe crossing facilities and long wait times due to freight train movement or switching, among other reasons. Other barriers to walking and bicycling may be context or site specific, including features like drainage facilities, large parking lots and inadequate lighting or sightlines along trails.

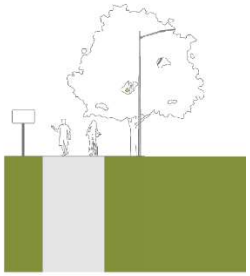
[1] *https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district4-finalreport-a11y.pdf*

Bikeway Network

This section describes existing bicycling conditions in Pinole and provides initial concepts for providing low-stress bikeways that are comfortable for people of all ages and abilities.

Type of Bikeways

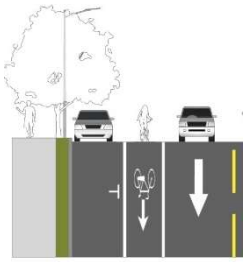
Bikeway planning and design in California typically relies on guidelines and standards established in the Caltrans Highway Design Manual. There are four "classes" of bicycle facilities that provide varying levels of separation and comfort for bicyclists. These classes are described below.



CLASS I BIKEWAY (SHARED USE PATHS)

Class I shared use paths are paved trails completely separate from the street. They allow two-way travel by people walking and bicycling and are considered the most comfortable facilities for children and inexperienced bicyclists as there are few potential conflicts with people driving.

Existing Class I shared use paths in Pinole consist of the San Francisco Bay Trail and the Pinole Creek pathway.

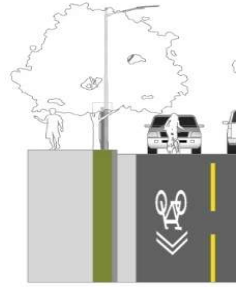


CLASS II BIKEWAY (BICYCLE LANES)

Class II bicycle lanes are striped preferential lanes in the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides of the lane to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

Class II bicycle lanes are currently provided on most of Appian Way and on a small segment of Pinole Valley Road (eastbound only).

CLASS III BIKEWAY (BICYCLE ROUTES)

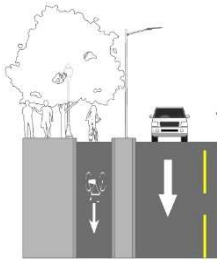


Class III bicycle routes are signed routes where people bicycling share a travel lane or shoulder with people driving. Because they are shared facilities, bicycle routes are typically appropriate only on quiet, low-speed streets with relatively low traffic volumes.

Some bicycle routes include shared lane markings or "sharrows" that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote safety and comfort for people bicycling and are known as "bicycle boulevards."

Fitzgerald Drive and San Pablo Avenue are designated as Class III bicycle routes, as well as segments of Appian Way and Pinole Valley Road.

CLASS IV BIKEWAY (SEPARATED BIKEWAYS)



Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

There are currently no Class IV bikeways in Pinole.

Existing Bikeway Network

Existing bikeways in Pinole, by class, are summarized in Table 10 and illustrated in Figure 18. Bikeways in California are divided into several classifications summarized below.

Table 10: Existing Bikeway Network Miles

Bikeway Class	Existing Miles
Class I Shared Use Paths	3.93 mi
Class II Bicycle Lanes	1.47 mi
Class III Bicycle Routes	4.88 mi
Class IV Separated Bikeways	None
TOTAL	**10.28 mi**

Source: GHD

The city has an existing bikeway network of just over 10 miles. It primarily consists of scenic multi-use paths along Pinole Creek and San Pablo Bay, serving as the active transportation spine within the community. Currently, only 1.5 miles of bicycle lanes are available on city streets. While gaps remain, this network provides the initial foundation for bicycling in Pinole.

THE SAN FRANCISCO BAY TRAIL

The San Francisco Bay Trail is a multi-use path in the San Francisco Bay Area that is open to walking, jogging, bicycling, and other non-motorized and active uses. Connecting all nine Bay Area counties and 47 cities when completed, the Bay Trail is planned to extend more than 500 miles, fully encircling both San Francisco and San Pablo bays. The Bay Trail currently offers more than 350 miles of scenic trails connecting neighborhoods, communities, parks, schools, open spaces, and transit to and through the region's distinctive landscapes. Figure 19 illustrates the Pinole segment of the Bay Trail.



San Francisco Bay Trail, Pinole Segment

Figure 18: Existing Bikeway Network Map

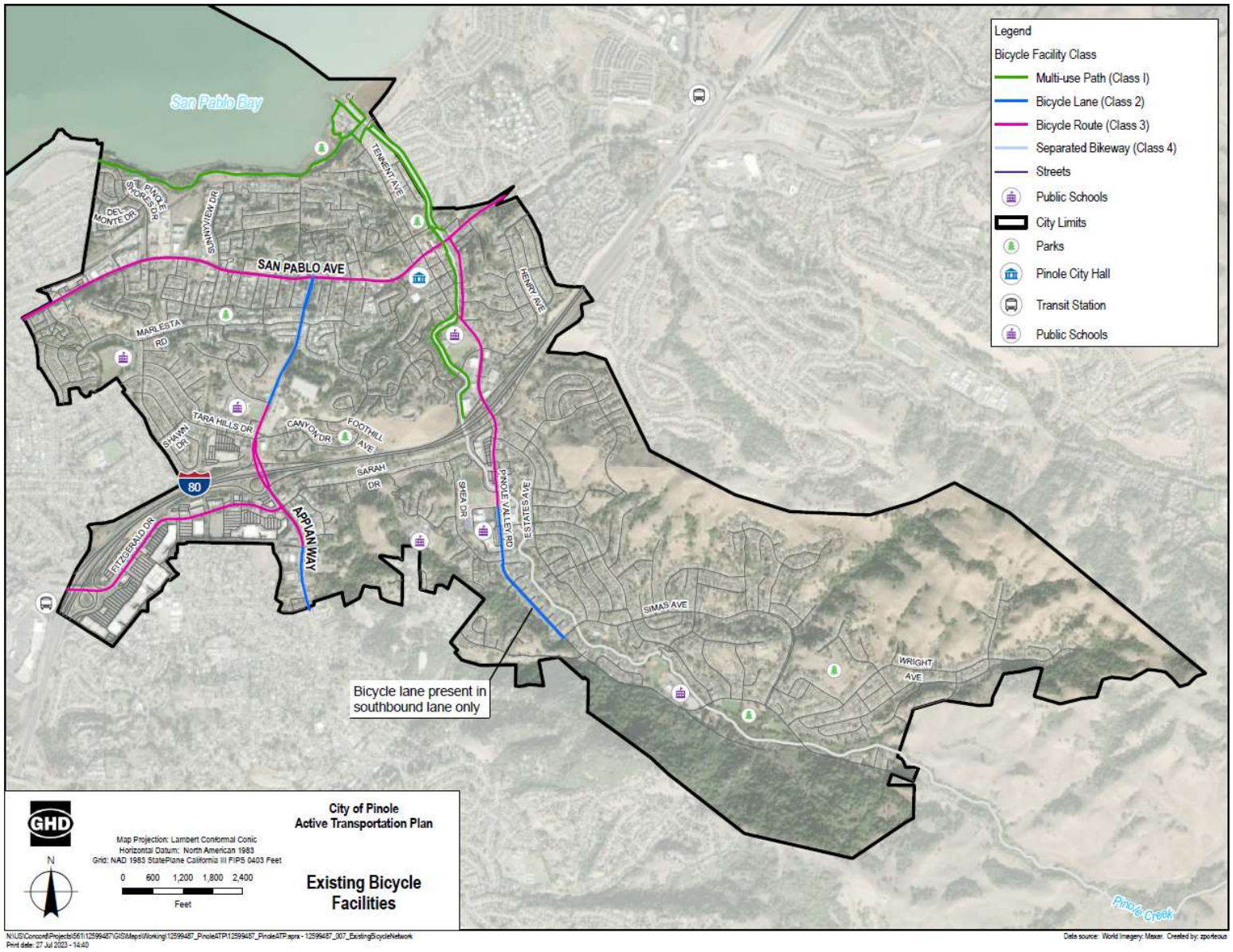


Figure 19: San Francisco Bay Trail - Pinole Segment Map



Source: Map 15 – Point Wilson to Carquinez Bridge, Metropolitan Transportation Commission (note: approximate Pinole city boundaries added to image for this report)

Bicycle Level of Traffic Stress (LTS) Analysis

This section provides information about the bicycle level of traffic stress (LTS) analysis and results for the bicycle network in Pinole. Bicycle LTS measures the perceived sense of danger associated with bicycling in or adjacent to vehicle traffic.

Studies have shown that traffic stress is one of the biggest deterrents to bicycling and walking. The less stressful the experience, and the lower the LTS score, the more likely it is to appeal to a broader segment of the population. A bicycle and pedestrian network will attract a large portion of the community if it is designed to reduce stress associated with potential motor vehicle conflicts and connects people to their destinations.

Streets are considered low stress for cyclists if they have few interactions with vehicle traffic (such as slow, low-traffic neighborhood streets) or if greater separation is provided between people walking or bicycling and vehicle traffic.

The Bicycle LTS scores are being used to develop project recommendations that would create a lower stress bikeway network for people of different ages, abilities, and comfort with bicycling in Pinole. Using the LTS scores presented here, the City can select facility recommendations to increase separation between bicyclists and vehicle traffic, especially on higher-speed, multi-lane arterials. LTS scores will be used as a metric to prioritize the composite list of recommendations.

Bicycle LTS assigns a score from 1 to 4 to street segments, intersection approaches, and intersection crossings based on roadway data, including:

- Posted speed limit
- Number of vehicle lanes
- Intersection control devices (stop signs, traffic signals)
- Type of bikeway, if applicable
- Separation between bicycle facility and vehicles
- Configuration of right-turn lanes at intersections

TYPES OF BICYCLISTS

Research conducted by the Portland Bureau of Transportation (PBOT) indicates the majority of people in the United States would bicycle if dedicated bicycle facilities were provided. Based on their skill level and confidence, most people self-identify as one of the four “types of bicyclists” shown in the graphic below. Only a small percentage of Americans are willing to ride if no facilities are provided—the so-called “Strong and Fearless” bicyclists.

A score of LTS 1 indicates a street with low stress and high comfort for people bicycling. LTS 4 reflects a highly stressful experience. A lower-stress network means all bicyclists, regardless of age or ability, can comfortably ride to their destination.

To better meet the needs of the “Interested but Concerned” bicyclists, it is recommended that communities work to decrease stress and improve comfort on their bikeway network. LTS 1 and 2 streets are typically appealing to these bicyclists.

Most local streets, including the residential streets in Pinole neighborhoods, would score LTS 1. However, local streets do not provide access to major destinations, and most local streets in Pinole do not provide for continuous circulation to or from adjacent neighborhoods. Low-stress local streets typically provide access to high-stress arterial or collector streets, where most average adults would not feel comfortable riding a bicycle.

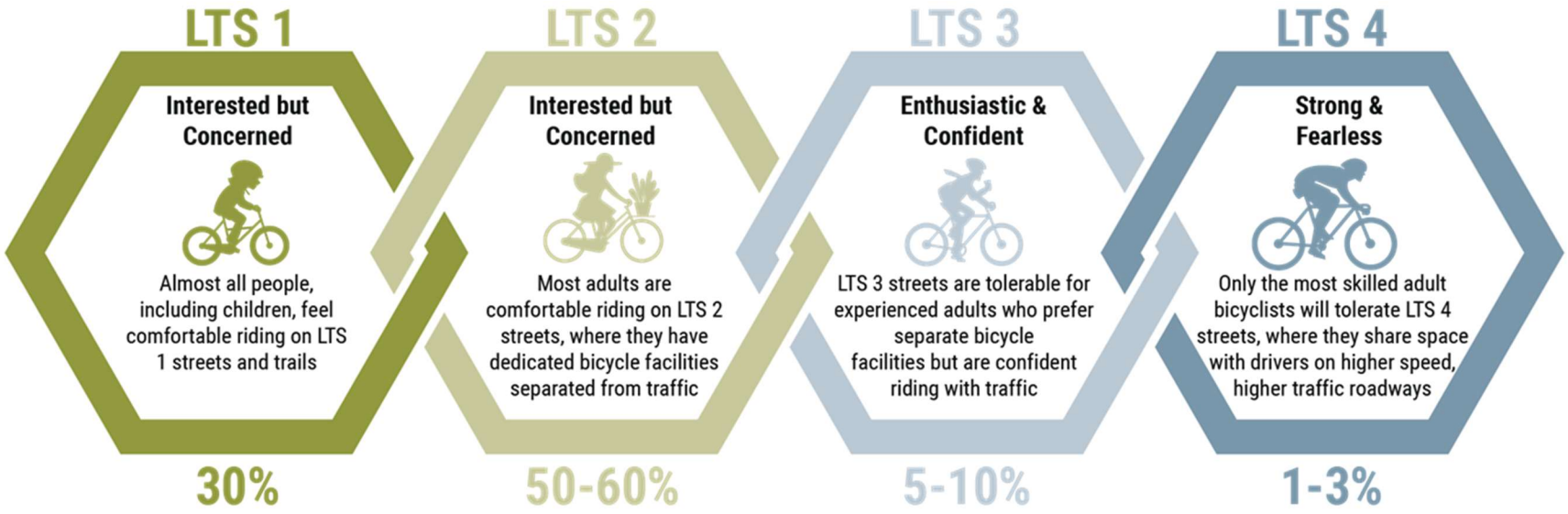
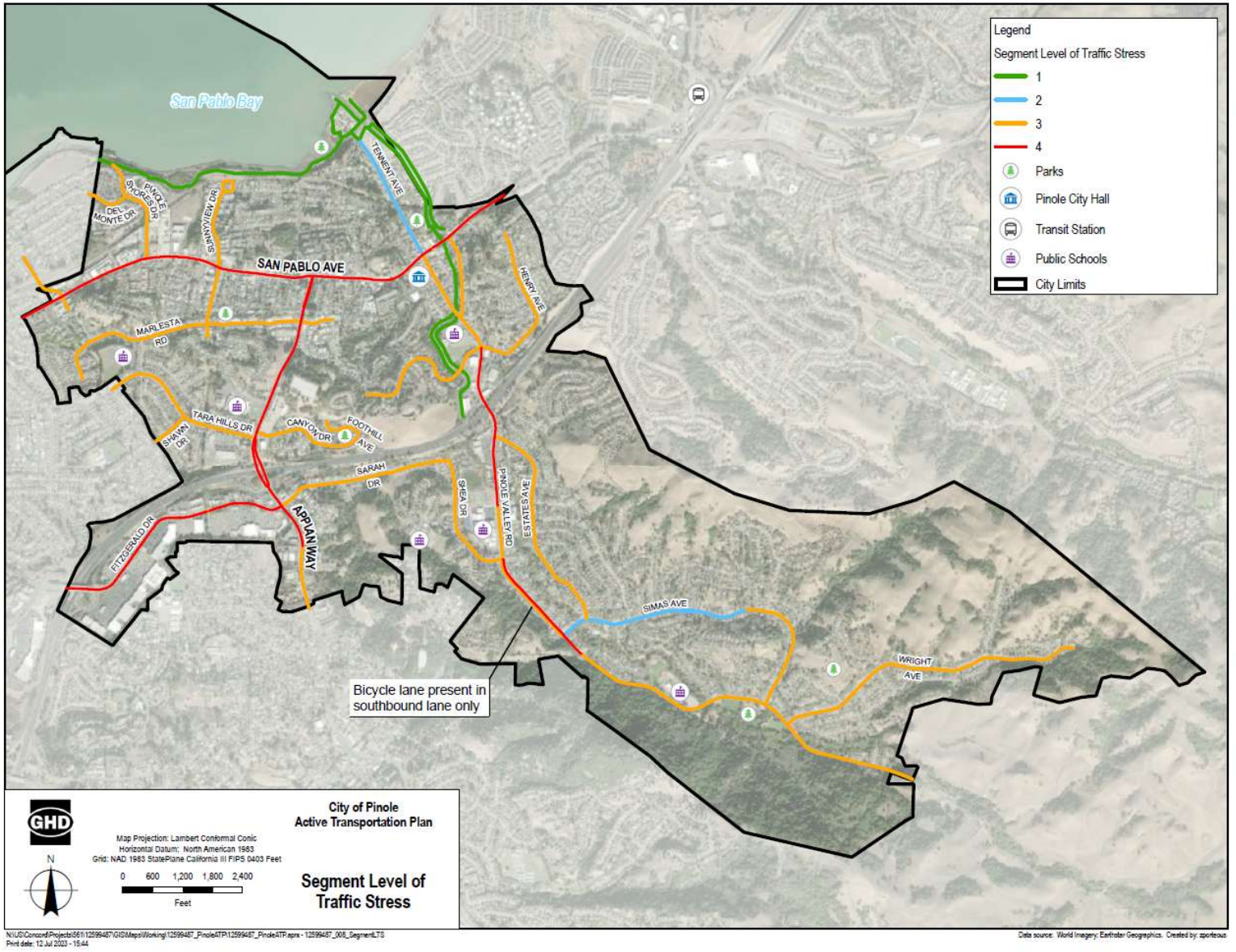


Image created by GHD, using PBOT data

Figure 20: Bicycle Level of Traffic Stress Map



LTS RESULTS

Designing streets that calm traffic and are comfortable for people of all ages and abilities across all transportation modes creates lower stress ways for residents and visitors to safely travel where they need to go. Figure 20 shows segment Bicycle LTS scores for Pinole's arterial and collector streets network, and for Pinole's existing Class I shared use path segments. As shown:

- All the City's arterial street segments scored LTS 3 or 4, indicating stressful conditions for cyclists, including LTS 4 on San Pablo Avenue and most of Appian Way.
- Most of the City's collector street segments scored LTS 3, except for Simas Avenue and the portion of Tennent Avenue (west of San Pablo Avenue) that is designated as a collector street, both of which scored LTS 2. Collector streets that scored LTS 3 include Estates Avenue, Henry Avenue, Marlesta Road, Sarah Drive, Tara Hills Drive and Wright Avenue. These results indicate that most collector streets in Pinole are relatively high stress for most casual cyclists, given the traffic volumes and lack of bicycle lanes.
- All the Class I path segments scored LTS 1, indicating low-stress travel for bicyclists. This pertains to the San Francisco Bay Trail and Pinole Creek trail.

Bicycle Support Facilities

In addition to a network of bikeways, support facilities are also needed to attract and maintain dedicated bicyclists by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, and wayfinding signs to help bicyclists navigate to routes and destinations.

BICYCLE PARKING



Secure bicycle parking is a critical part of a complete bicycle network. Bicycle parking is typically divided into two categories serving different purposes: short-term convenient bicycle racks and longer-term higher-security parking.

Short-term bicycle parking consists of bicycle racks placed in highly visible, convenient locations near the entrances to destinations. They serve bicyclists who need to park for a few hours or less, including visitors, customers, or other short-term users.

Long-term bicycle parking consists of bicycle lockers or secure parking areas like bicycle cages or bike rooms. They are intended for bicyclists who need to park for longer periods of time or overnight, including employees, students, transit riders, or residents in multifamily buildings.

The Pinole Municipal Code (17.48.120) requires bicycle parking to be provided for all new construction, additions of ten percent (10%) or more floor area to existing buildings, and changes in land use classification. It also requires bicycle parking for each enumerated use category, including multi-family residential; public, semipublic, and service; hospitals and clinic; schools, public or private; commercial and entertainment; and business and professional offices. Additional provisions for long-term bicycle parking are also included for mixed-use and high-density residential development.

SHOWER AND CHANGING FACILITIES



For bicycle commuters, having access to a place to shower, change, and securely store their belongings makes bicycling to work easier and more attractive.

The Pinole Municipal Code does not currently specify the provision of showers or changing facilities for bicycle commuters.

TRANSIT INTEGRATION



Source: WestCAT

The Western Contra Costa Transit Authority (WestCAT) provides bus service within Pinole. Figure 21 provides a map of WestCAT routes. All WestCAT buses, including local fixed route, express, and Lynx (providing transit service from the Hercules Transit Center to San Francisco), are equipped with exterior bicycle racks at the front of the bus capable of accommodating 2 bicycles. Allowing bicycles onboard assists with regional connectivity and first- and last-mile connections that transit riders may need to make between their homes and destinations.



Source: AC Transit

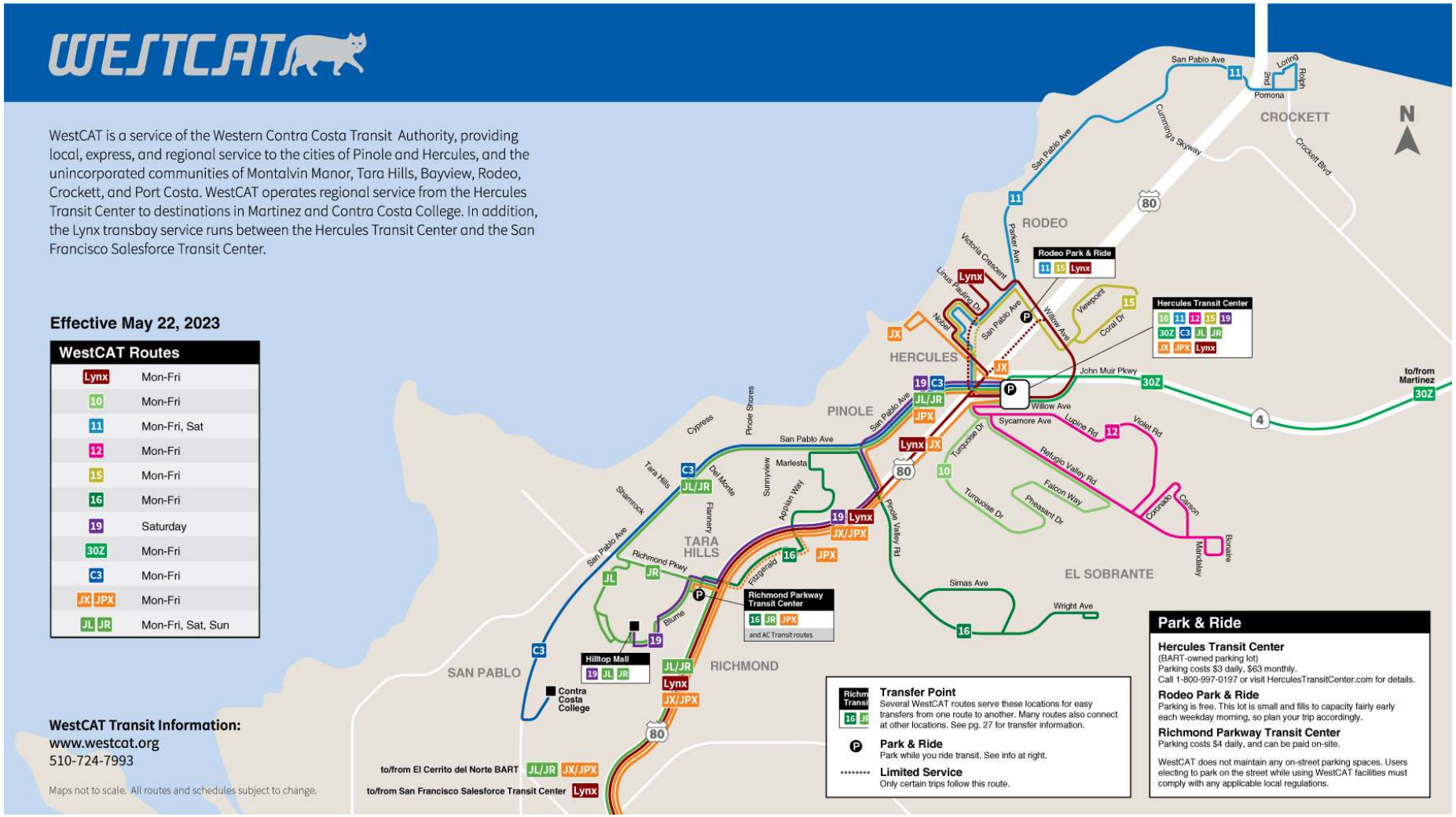
Additional regional bus service is provided by AC Transit, with buses similarly equipped with exterior bicycle racks at the front of the bus. Bicycles are also allowed inside AC Transit buses between midnight and 5:30 am on weekdays and between midnight and 9:00 am on weekends and holidays if the exterior rack is full and space is available inside the bus. For AC Transit's commuter coach buses, which lack exterior racks, bicycles must be loaded into cargo bays with assistance from the driver.



Source: BART

San Francisco Bay Area Rapid Transit (BART), with nearly equidistant nearby stations at El Cerrito Del Norte and Richmond, allows bicycles onboard trains, except that bicycles are never allowed on the first car of any train, the first three cars during commute hours (7:00 to 9:00 am and 4:30 to 6:30 pm), or on crowded cars. Bicycles are allowed on escalators; bicyclists must yield to other passengers and not block aisles or doors. El Cerrito Del Norte Station offers 44 secure, on-demand BikeLink lockers that can be accessed using the BikeLink app via smartphone. Richmond Station offers 32 additional BikeLink lockers.

Figure 21: Existing WestCAT Bus Routes



Source: WestCAT

Safety & Collision Data

Collision data involving people walking and bicycling in Pinole was queried from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). Eight years of data were evaluated, between January 2015 and December 2022. A total of 1,404 collisions were reported within the City of Pinole during this period, 1,004 of which occurred on state highways or ramps and 400 of which occurred on local roadways (based on the state highway field in SWITRS). Of the collisions occurring along state highways or near ramp intersections, 12 were pedestrian-involved collisions and one was a bicycle-involved collision. Bicycle- and pedestrian-involved collisions occurring along state highways have been filtered out of the remaining analysis.

Overall collision severity of both bicycle and pedestrian collisions from 2015 to 2022 are mapped in Figure 22, with overall collision density mapped in Figure 23.

Bicycle-Related Collisions

Of the 400 collisions which occurred on local roadways during this period, nine (2.3 percent) were bicycle-involved collisions. Of these, four resulted in visible injury, two resulted in injury with complaint of pain, and three resulted in property damage only.

Reported bicycle collisions occurred entirely on only five local roadways: Appian Way, Fitgerald Drive, San Pablo Avenue, Tennent Avenue, and Pinole Valley Road. Typically, roadways that lack comfortable facilities for bicycling, have greater than 2 travel lanes, and/or experience higher traffic speeds and volumes are more likely to experience bicycle collisions, especially as part of an incomplete active transportation network.

PRIMARY COLLISION FACTOR

The Primary Collision Factor (PCF) is the one element or driving action which, in the investigating officer's opinion, best describes the primary or main cause of the collision or crash.[2] The PCFs for the reported bicycle-related collisions were improper turning, automobile right of way, and pedestrian right of way, and wrong side of road.

TYPES OF COLLISIONS

Of the nine bicycle-involved collisions, three were sideswipe (where one vehicle strikes the side of another with a glancing blow), two were broadside (where one vehicle strikes another vehicle at an angle greater than that of a sideswipe), two were categorized as bicycle collisions (where one vehicle strikes a bicycle), one was categorized as parked motor vehicle (where one vehicle strikes a parked motor vehicle), and one was not categorized.[3]

TIME OF DAY & LIGHTING

Four of the nine reported bicycle collisions occurred when lighting conditions were dark with streetlights illuminated, at 6:59 pm, 7:57 pm, 9:19 pm, and 11:45 pm respectively, with all four occurring on weekdays following the

[2] *https://www.chp.ca.gov/InformationManagementDivisionSite/Documents/14-Glossary%202017%20(Crash)%20(Revised%20on%2010092019).pdf*

[3] *https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/ca_chp555_manual_2_2003_ch1-13.pdf*

evening commute hours. One collision occurred when lighting conditions were categorized as dusk-dawn, at 5:30 am on a Saturday. The remaining four occurred in daylight in the afternoon and early evening, at 12:40 pm, 2:43 pm, 3:56 pm, and 5:07 pm respectively, with three of the four occurring on weekdays and one occurring on the weekend.

Pedestrian-Related Collisions

Of the 400 collisions which occurred on local roadways during this period, 13 (3.3 percent) were pedestrian-involved collisions. Of these, two were fatal, two resulted in severe injury, two resulted in visible injury, and seven resulted in injury with complaint of pain.

PRIMARY COLLISION FACTOR

The primary collision factors for the reported pedestrian-related collisions were pedestrian right of way (five collisions), pedestrian violation (three collisions), unsafe speed (one collision), traffic signals and signs (one collision), other improper driving (one collision), and unknown (two collisions). Reported pedestrian collisions occurred mostly (62 percent) at intersections, with a small number of intersections establishing pedestrian collision hot spots: San Pablo Avenue at Tennent Avenue, Tennent Avenue at Pear Street, Fitzgerald Drive near Appian Way, and Pinole Valley Road near I-80.

TYPES OF COLLISIONS

Of the 13 pedestrian-involved collisions, one was categorized as rear end (where two vehicles, traveling in the same direction, make direct contact), one was categorized as broadside (where one vehicle strikes another vehicle at an angle greater than that of a sideswipe), and the remaining 11 were categorized as vehicle/pedestrian (where a vehicle strikes a pedestrian).

TIME OF DAY & LIGHTING

Most of the reported pedestrian collisions occurred in daylight, and nearly all occurred with some sort of illumination.

- 69 percent (nine collisions) occurred in the daylight.
- 31 percent (four collisions) occurred during darkness, but with the roadway illuminated by streetlights.

39 percent (five collisions) occurred in the morning, between 6 a.m. and noon. 39 percent (five collisions) occurred in the afternoon, between noon and 6 p.m. 23 percent (three collisions) occurred in the evening, between 6 p.m. and midnight.



Please Slow Down Sign on Pinole Valley Road

Figure 22: Bicycle and Pedestrian Collisions by Severity 2015-2022

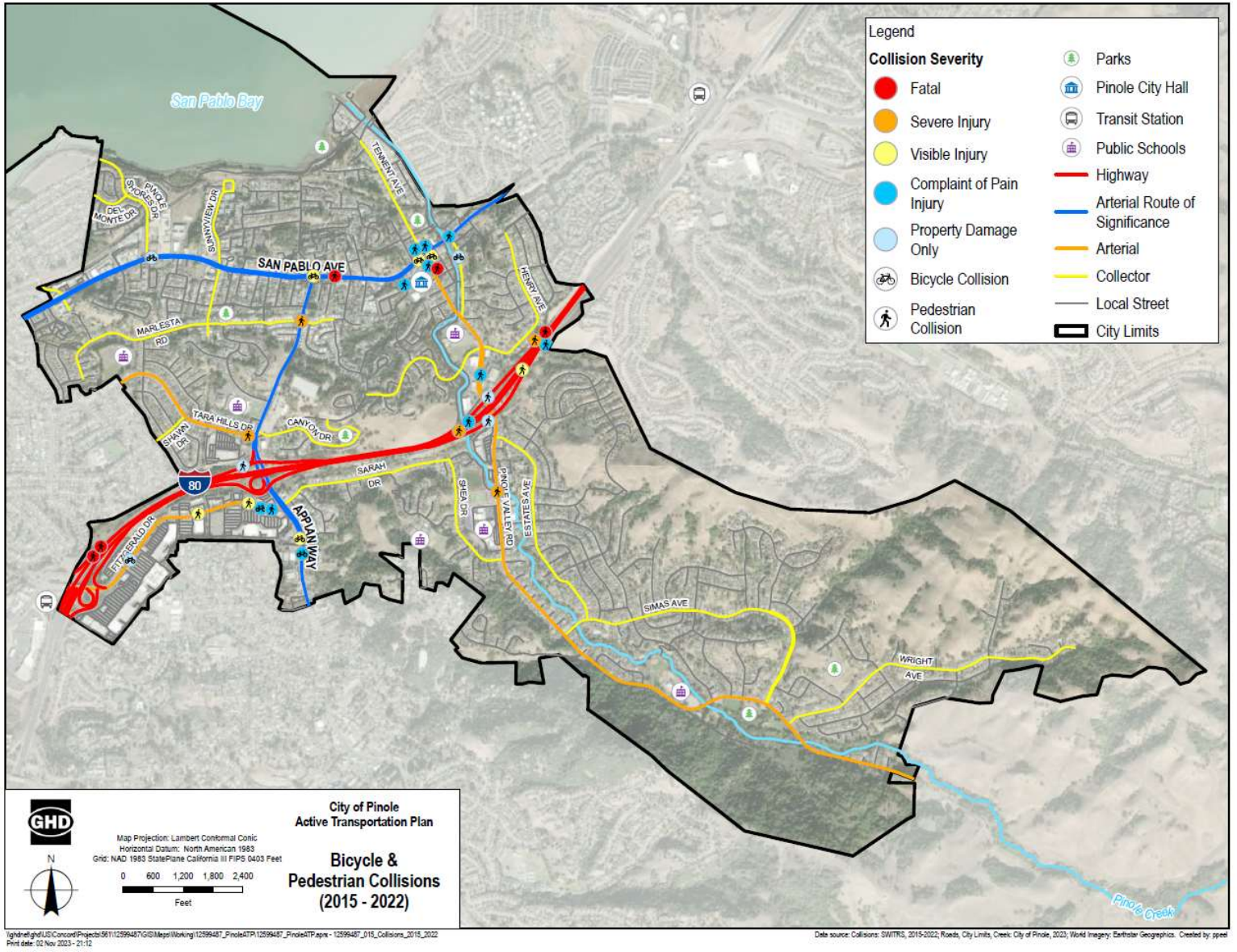
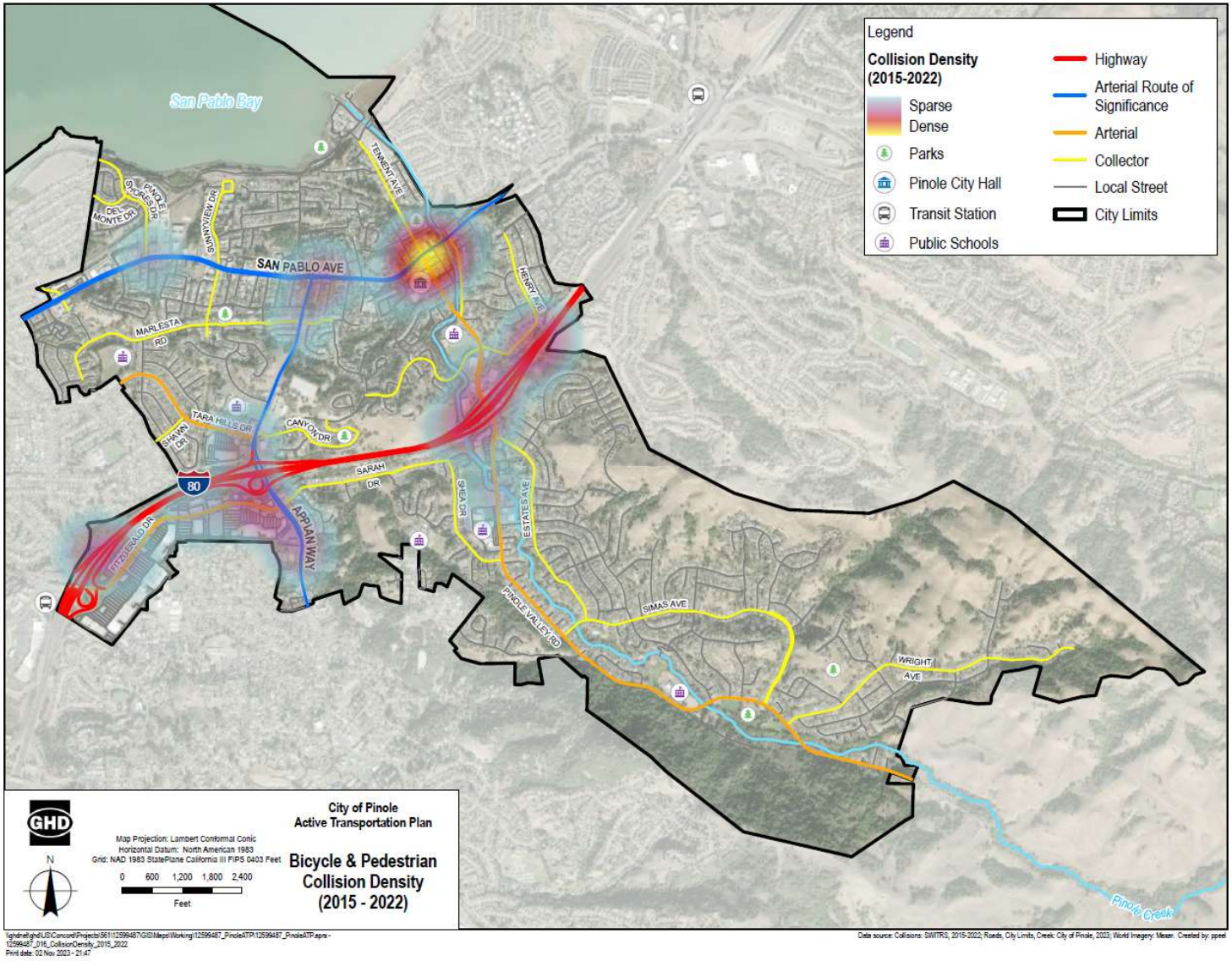


Figure 23: Bicycle and Pedestrian Collisions Density 2015-2022



Programs

Programs support walking and bicycling in a community by sharing information, promoting safety, and fostering a vibrant active transportation culture.

Communities with high rates of walking and bicycling often use a "Five E's" approach, with education, encouragement, evaluation, and equity complementing **engineering** improvements.

- **Education** programs share information about safety, benefits of active transportation, and resources or facilities available in the community. They should address people bicycling, walking, and driving.
- **Encouragement** programs promote bicycling and walking as fun, convenient, and enjoyable modes of transportation and recreation.
- **Evaluation** programs monitor success through counts, surveys, and data review to inform adjustments or modifications to programs, policies, and the built environment.
- **Equity** is a lens through which all programs and infrastructure projects should be viewed to ensure disadvantaged members of the community have access to and benefit from the City's investments in active transportation.

The City and its partners have been carrying out the following programs in recent years to support bicycling and walking:

Traffic & Pedestrian Safety Commission

The Traffic & Pedestrian Safety Commission (TAPS) is a specific undertaking by the Pinole City Council to address pedestrian safety concerns and transportation issues brought by residents and stakeholders. Discussions include areas for improvement across the pedestrian and multimodal network, including planning and grant funding activities.

Safe Routes to Schools

Safe Routes to School (SRTS) programs offer education and encouragement activities intended to increase the number of children who walk or bicycle to school and reduce traffic congestion in school areas. Contra Costa Health's Injury Prevention and Physical Activity Promotion SRTS program works with cities and community-based organizations (CBOs) to encourage children to walk and bike to school as a form of regular exercise and community building.[4] Contra Costa Health coordinates and implements SRTS activities at Crespi Junior High School in El Sobrante as well as Pinole Middle School including:

Walk to School Day is celebrated each October and **Bike to School Day** is celebrated each May. Both activities celebrate and encourage students who walk or bike to school.

- In-Class Presentations and Assemblies
- Leadership Development
- Walking School Buses can address parent concerns by organizing groups of students to walk to school together along a "bus route" with supervision from a parent or other volunteer.

[4] *https://cchealth.org/injury-prevention/safe-routes.php*

- Bike Rodeos offer on-bike skills practice for students and are held either during school as part of an assembly or physical education, or after school.
- On-Campus Kiosks promote walking and bicycling.
- Bike Helmet Safety Education includes information on the importance of wearing a helmet as well as proper fit and adjusting straps.



Contra Costa Health Bike Rodeo, Source: Contra Costa Health

Pass2Class Free Bus Passes for Students

Regular commutes to and from school aboard transit often include first- and last-mile connections made by walking or rolling. Students in Pinole, as part of Contra Costa County, can receive free transit bus passes as part of the Pass2Class program at the beginning of each school year, reducing traffic congestion and air pollution and encouraging multimodal travel. The 2023 program offers free County Connection, Tri Delta Transit, WestCAT, or AC Transit bus passes for up to two (2) students per household for up to two months.[5]

Community Education & Encouragement

Several local entities contribute to educational and encouragement campaigns targeting Pinole residents, such as the City and Bike East Bay, the local bicycle advocacy organization.

- **Bicycle Education Classes** sponsored by Bike East Bay are free classroom, on-bike, and webinar-based classes on a variety of topics to help community members do more by bike. Class types include "Urban Cycling 101 for Adults and Teens" as well as workshops, family rides, and group rides.[6]
- **Community events and rides** sponsored by Bike East Bay include regular "Try an E-Bike" rides on the Richmond-San Rafael Bridge, Family Cycling Rodeos, and so much more. As a not-for-profit community organization, Bike East Bay seeks to promote healthy, sustainable communities by making bicycling safe, fun, and accessible.

[5] *https://511contracosta.org/schools/pass2class-program/*

[6] *https://bikeeastbay.org/education*

Appendix B

Stakeholder and Public Engagement Summary

The ATP and its recommendations were shaped through a robust stakeholder and public engagement process.

The public was engaged throughout the planning process in a variety of different ways, including:

- In-person engagement, including pop-ups and a workshop
- Online engagement, including a project website, an interactive map, and online surveys

Stakeholders were engaged as well.



Community Engagement Committee (CEC)

A Community Engagement Committee was convened to assist the City in reviewing the public participation plan for the ATP, branding the ATP, choosing dates/locations for workups and pop-up events, sharing information about the ATP and workshops with community members and stakeholders, as well as participating in other task related to engagement. The CEC met four times throughout the project to review and provide feedback on outreach, existing conditions findings, draft recommendations, and review draft Plan.

September 25, 2023

The first CEC meeting was held via web conference to introduce the project, review the public participation plan, decide on project branding (logo, name, and custom project website URL), and provide an overview of the project website.

November 8, 2023

The second CEC meeting was held via web conference to provide an update on community outreach and engagement as well as an overview of the Existing Conditions Report.

In-Person Engagement

Three in-person engagement events were held, including two pop-ups and one formal workshop.

Materials

The purpose of the initial in-person engagement was to introduce the project to the community, gather comments and concerns about the existing transportation network in Pinole, and assess the community's priorities for the Plan. A variety of materials were developed for these events, including:

- Two **Project Area Maps,** used to facilitate location-based comments. Attendees were prompted to write their comments on sticky notes and place them on the maps.
- An **Information Board** with project's background, goals, and timeline.
- **Pedestrian and Bicycle Facility Handouts** that highlighted potential infrastructure options.
- A **Getting Around Pinole Dot Exercise** that asked 1) what prevents you from walking, bicycling, or rolling (e-bike, scooter, skateboard, etc.) in Pinole? and 2) what would you like to prioritize in Pinole. Participants were encouraged to place dots indicated their response to each question.

Materials illustrating potential improvement concepts were developed for the final engagement events. Participants were asked which improvement concepts they preferred and indicated them with sticker dotes and sticky notes.

Pop-Up 1 – October 28th, 2023

The first public engagement event was a pop-up held outside the Peet's Coffee on Pinole Valley Road from 9 am to 1 pm. The purpose of the event was to introduce the project to the community, gain feedback about community concerns and familiarize the public with potential active transportation design solutions.

About 25 people provided feedback at the workshop, and participants generally commented on pedestrian and bicycle safety and recreation access. Comments specifically addressed:

- Challenges cross Pinole Valley Road. Improved pedestrian crossing near library, San Pablo Avenue, and crossing highway interchange.
- Improved safety around shopping center, specifically for pedestrians walking along Pinole Valley Road.
- Interest in raised crosswalks and RRFBs.
- Improved sidewalks and crossing on San Pablo Avenue, specifically near the senior center and Tennant Avenue.
- Wayfinding and maps for bicyclists.

- Maintenance and improvements on Bay Trail.
- Interest in protected bicycle lanes and green paint.
- Bicycle parking at major destinations.

Pop-Up 2 – November 4th, 2023

The second public engagement event was a pop-up held at the Farmers' Market on the corner of Tennent and San Pablo Avenue from 9 am to 1 pm. The purpose of the event was to introduce the project to the community, gain feedback about community concerns and familiarize the public with potential active transportation design solutions. Feedback was gathered from over 60 people during the event.

Attendees most often noted that speeding drivers, followed by difficulty crossing major streets and physical barriers, freeways, railroad crossings, prevents them from walking, bicycling, and rolling in Pinole.

When asked their priorities from improving transportation in Pinole, participants ranked safety for pedestrians and bicyclists, as most important, followed by supporting a culture of walking and bicycling and an increase accessibility and comfort.

Approximately half of the comments on the map of downtown Pinole were concerns of low bus frequency and the need for improved transportation/connection. Participants also commented on:

- High vehicle speeds, specifically on Simas Avenue, Estates Avenue, Henry Avenue, Tennent Avenue
- Pedestrian safety, specifically vehicles not yielding to pedestrians on Pinole Valley Road
- New and enhanced crossing locations, specifically at Adobe Road, Serita Court, and Creek Path and San Pablo Avenue
- Roadway improvements
- Accessibility throughout the network, specifically ramps on Pinole Valley Road
- Interest in a Road Diet on Tara Hills Road

Workshop 1 – July 11th, 2024

A workshop was held to provide an opportunity for the community to comment on the ATP. The event took place at the Pinole Senior Center on July 11th, 2024, from 6 to 8 pm. The workshop included draft concept plans along Pinole Valley Road, Tennent Avenue, Appian way, Fitzgerald Drive, and San Pablo Avenue. Additionally, a round table discussion was held to facilitate conversation about the recommendations.

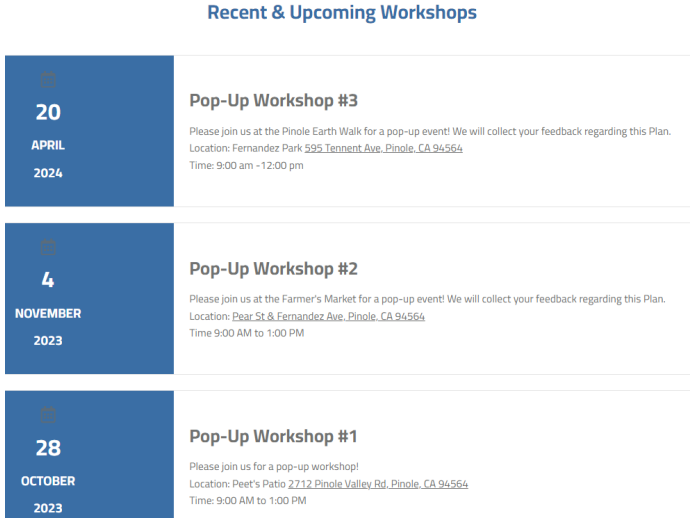
Comments left on the boards included:

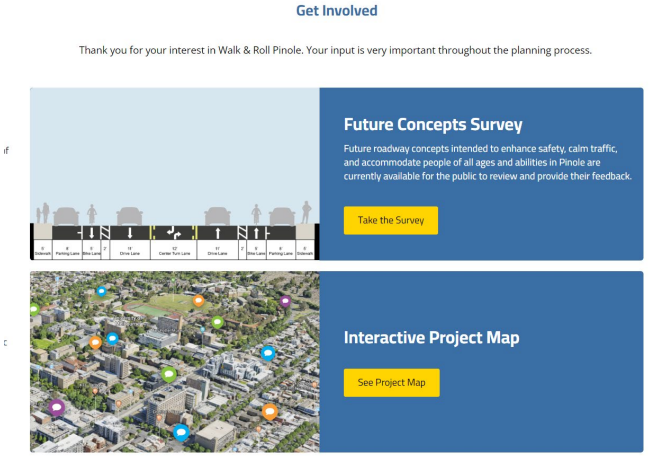
- Safety concerns regarding how bicyclists would turn from the two-way bikeways at intersections
- Concerns about removing parking on Tennent Avenue, specifically regarding the impacts to the church and school
- How the City will decide which side of the street will have parking, and which side will have bikeways on roadways where two-way bicycle facilities are recommended
- Support for slowing traffics speeds along Appian Way as drivers exit I-80

Project Website

A project website was developed to host project information and online engagement tools. The website included and interactive map for participants to leave location-specific comments and a public input survey, described below. A public comment form for general feedback was available to website visitors.



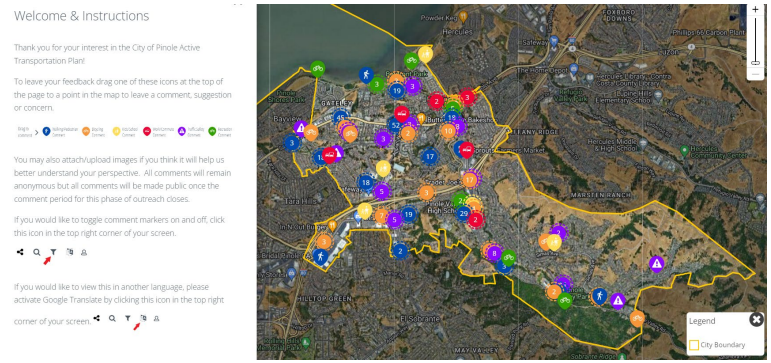




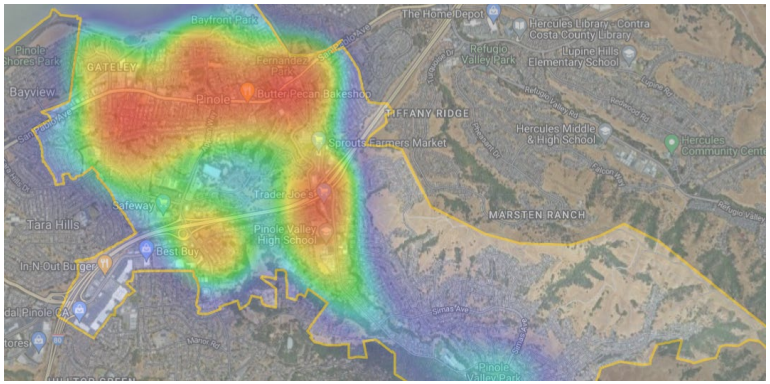


Interactive Mapping Tool

An interactive mapping tool was posted on the project website to gather comments on specific locations throughout the community. Participants were prompted to place digital 'pins' on a map of the City of Pinole where they had location-specific comments or concerns using six different comment themes: bicycling, kids/school, recreation, traffic safety, walking/pedestrian, and work/commute. Users could see comments left by other users, leave responses and vote on pins through a "like" or "dislike" feature. The maps below show the map tool and a heat map of comments, illustrating locations users commented on most.



Interactive Map and Instructions

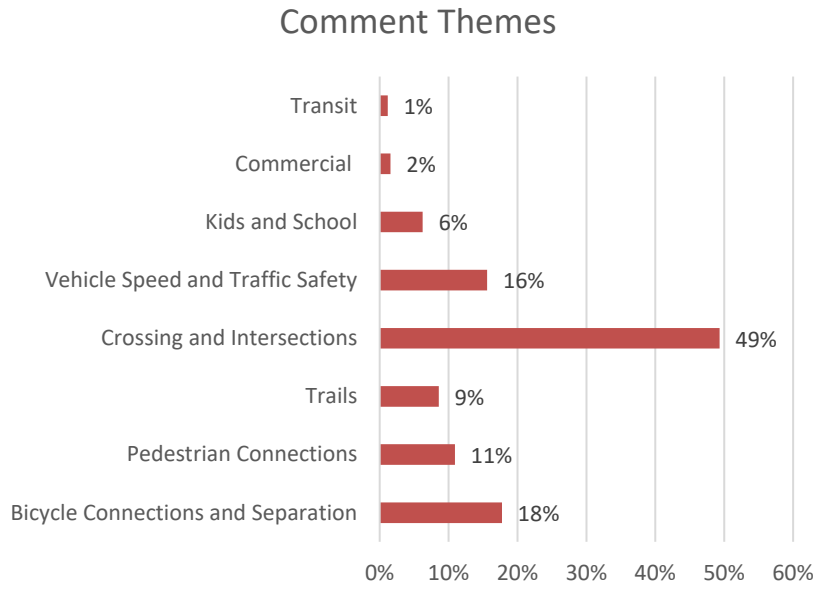


Comment Heat Map

Responses

More than 500 comments were entered on the map by the community. Below is a summary of comments received, and a full table of all interactive map comments can be found in Appendix C.

Figure 1 Map Comment Themes



Eight themes emerged from feedback gathered by the interactive map tool, listed below. Figure X shows the percentage of comments that mentioned each them.

BICYCLE CONNECTIONS AND SEPARATION

- Concerns about bicycle safety throughout the transportation network
- Support for protected, separated bikeways, as well as green painted lanes and conflict markings
- Improve connectivity throughout Pinole, specifically to downtown
- Increasing safety for children and families traveling to school

PEDESTRIAN CONNECTIONS

- Close gaps in the sidewalks network
- Narrow sidewalks, overgrown foliage, and high vehicle speeds decrease walkability and ADA accessibility
- Improve the pedestrian network for students and seniors walking to their destinations

TRAILS AND RECREATION

- Maintenance along the Bay Trail
- Improve safe access to trails, and improve connectivity to key destinations throughout Pinole, like local schools, the library and downtown
- Ensure safety for pedestrians, bicyclists, and small motorized vehicles (scooters, electric bicycles, etc.) sharing the trail
- Support for existing trails and interest trail improvements, additional off-street paths, and linear parks

CROSSING AND INTERSECTIONS

- Improve ADA accessibility by installing compliant curb ramps throughout Pinole
- Issues with drivers yielding to pedestrians, specifically at uncontrolled intersections and slip lanes
- Increase safe crossing opportunities for all people, especially students and children, to prevent Jaywalking
- Support for additional crosswalks, RRFBs, and curb extensions

VEHICLE SPEEDS AND TRAFFIC SAFETY

- High vehicle speeds that pose a significant risk for pedestrians and bicyclist crossing the street
- Support for traffic calming measures like lane reconfigurations with bicycle lanes, speed bumps, and traffic circles
- An emphasis on calming speeds along Pinole Valley Road

KIDS AND SCHOOL

- Significant risk for children crossing the street, especially near schools
- Improve safety for children bicycling and walking to and from school and around Pinole
- Congestion and unsafe conditions at school drop-off and pick-up zones
- Improved safe crossing locations and network connections near schools

COMMERCIAL

- Improve pedestrian and bicycle connections to local businesses. Enhanced active transportation facilities would attract people to downtown.
- Encourage people to walk or ride their bikes to run errands and go shopping

AMENITIES AND LANDSCAPING

- Bike racks needed at key locations throughout Pinole
- Improved lighting along paths and intersections to improve safety
- Wayfinding signage and online maps are needed to educate the public about the trail network
- Interest in landscaping and shade trees

MAINTENANCE

- Overgrown foliage hinders visibility for drivers and decreased accessibility along walkways
- Restriping on roadways is needed
- Maintenance along trails is needed

TRANSIT

- Increase bus stop locations and bus frequency
- Improved dial-a-ride services for the elderly

Online Transportation Survey

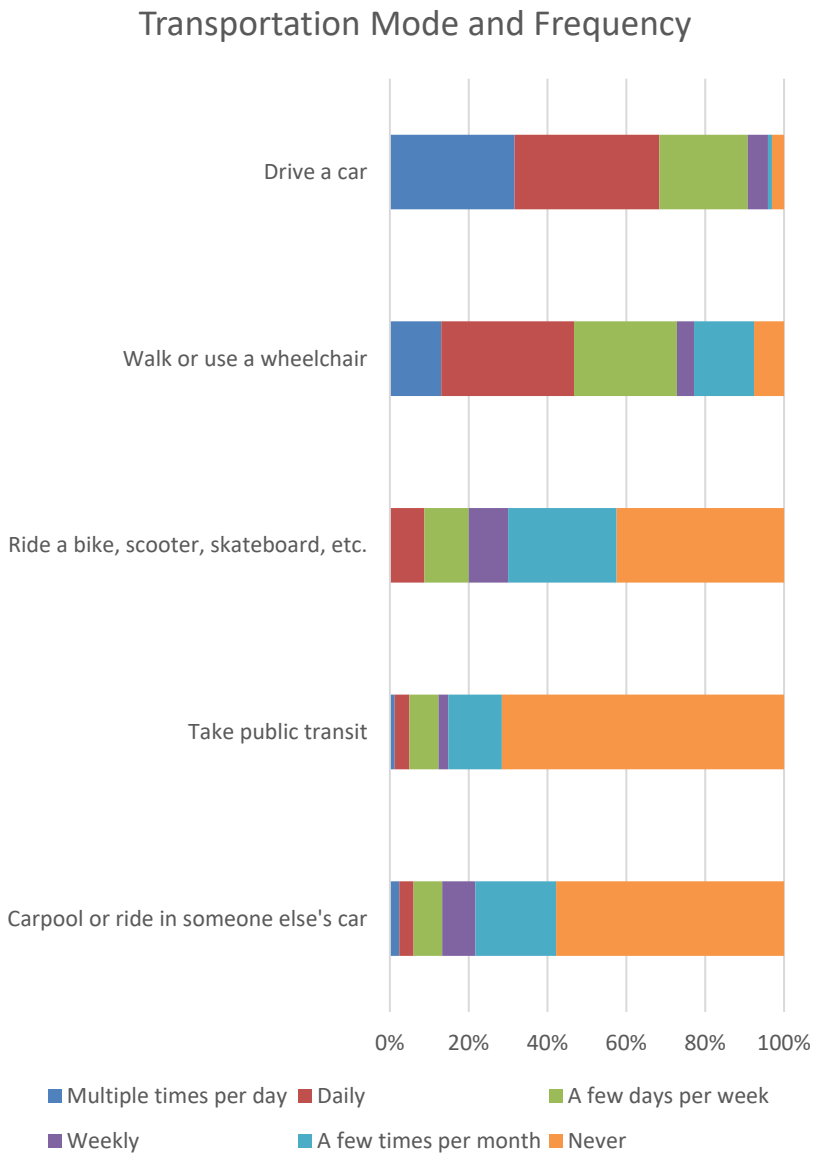
An online transportation survey was available on the project website. The survey gathered information about participants' travel patterns, barriers to active transportation, and prioritization of improvements to the transportation network. The survey gathered 102 responses from the public.

Demographics and Travel Patterns

A majority of survey respondents own property in Pinole, while others work, rent, own a business and/or go to school in the area.

According to the survey, trips most frequently taken included running errands, going to the grocery store or the farmers market (97%) followed by recreation (91%), medical trips (61%), work (31%) and school (30%).

Survey respondents most often said they drove once or multiple times a day (67%). A large portion of respondents reported walking – 47% walked once or more a day and 45% said they walked at least a few times per month. Fewer respondents reported riding a bicycle, or skateboard, and a majority of those who did rode a few times a month. Carpooling and taking public transit in pinole is less common -- more than half of respondents reported never carpooling (52%) and almost 75% reported never using public transportation.



Barriers to Walking and Bicycling

Pedestrians reported shorter trips between 1 and five miles to be most challenging. Bicyclists reported longer trips over five miles to be most challenging, but also reported being challenged by shorter trips. Many respondents said no length of bicycle trip was challenging.

Respondents reported a disconnected sidewalk or bike path network and poor quality of pedestrian or bike infrastructure posed the greatest challenges when walking and bicycling in Pinole.

Participants were asked if the children in their households walked, bicycled, or rolled to school. Respondents highlighted car speeds and reckless drivers, lacking bicycle facilities and safety as major concerns for children traveling in Pinole.

Comfort

Survey respondents were asked how comfortable they felt when using different modes of transportation.

- Most respondents who drove or carpooled said they felt **very comfortable or moderately comfortable** when driving.
- Respondents who walked or took public transportation mostly felt **moderately or somewhat comfortable**.
- Respondents who ride bicycles, scooters and skateboards in Pinole often reported **did not feel comfortable** riding in pinole or felt only **somewhat comfortable**.

Participants were asked what their number one concern was depending on mode of transportation:

- Drivers and people who carpooled said **unsafe and/or speeding drivers** were their number one concern.
- Pedestrians said their top concerns were **unsafe and/or speeding drivers** and **a lack of comfortable sidewalks**, including poor sidewalk surface, obstructed sidewalks, and sidewalks that are too narrow.
- Bicyclists said their main concern was a **lack of comfortable bike lanes**.
- Public transit users said their top concern was **traffic**.

Priorities

Survey respondents were asked to rank what types of improvements they prioritized most. Priorities were ranked most to least important:

1. Safety for all people
2. Improving facilities for walking or using a wheelchair
3. Improving facilities for biking and rolling
4. Quality of life (greenery, shade, roadside aesthetics)
5. Speed reduction/traffic calming
6. Lighting improvements
7. Transit improvements

When asked what the single biggest active transportation improvement they would like to see in Pinole to make it easier to walk, roll or ride a bicycle, participants highlighted bicycle lanes and routes most often, and mentioned sidewalks, crosswalks, traffic, and improvements along Pinole Valley Road and San Pablo Avenue.

Online Concept Survey

An online concept survey was created to gather community input on the draft concept plans that were presented at the in-person workshop. The survey had 244 participants and 399 comments (see Exhibit 1).

Generally, respondents favored Class IV separated bikeways over other bikeways. Some respondents expressed concern about road diets and traffic congestion. Other respondents expressed support for road diets and traffic calming.

APPIAN WAY

Of the three concepts, respondents favored the Class IV separated bikeway with landscaped buffers (Future Concept B) (31% liked “a lot”). Respondents noted that landscaping would provide physical protection from vehicles, slow traffic more effectively, and provide attractive green space along Appian Way.

PINOLE VALLEY ROAD

Of the two concepts, respondents favored the Class IV separated bikeway (Future Concept B) (26% liked “a lot”), as they felt it was the safest option for bicyclists.

Respondents felt that a road diet for the Class II buffered bicycle lanes (Future Concept A) would increase congestion.

Respondents were concerned about the removal of parking for both concepts.

SAN PABLO AVENUE

Of the three concepts, respondents favored the Class IV separated bikeway (Future Concept B) (21% liked “a lot”), as they felt it was the safest option for bicyclists.

Respondents felt that the Class I shared-use path (Future Concept A) would lead to increased conflicts between pedestrians and bicyclists.

Respondents felt that a road diet for the Class II bicycle lanes (Future Concept C) would increase congestion.

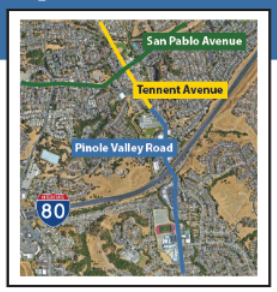
TENNENT AVENUE

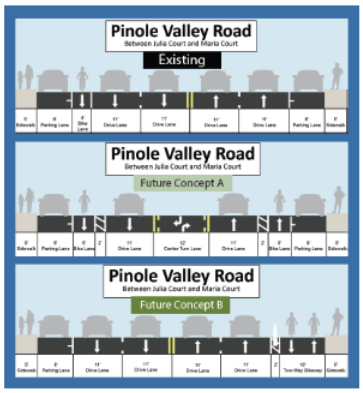
Of the four concepts, respondents favored the Class II buffered bicycle lanes (parking protected on one side) (Future Concept D) (27% liked “a lot”), as they felt it was the safest for bicyclists. However, many respondents were concerned about removing parking.

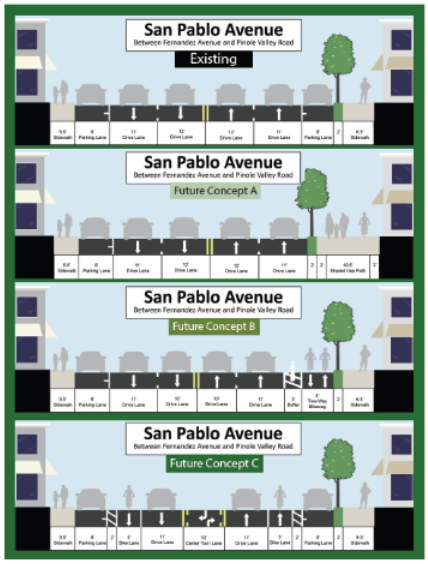
FITZGERALD AVENUE

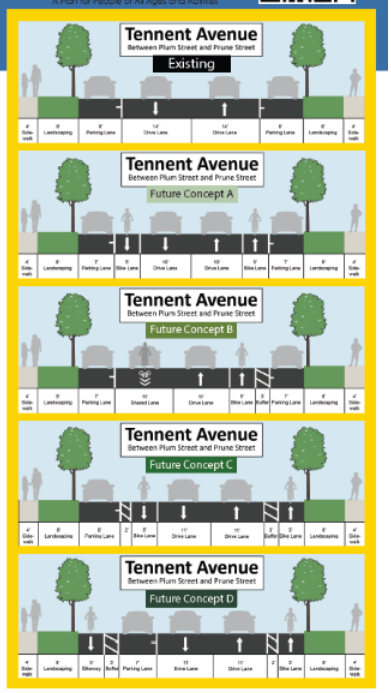
For the one concept, respondents said that they liked the Class II buffered bicycle lanes “a lot” (20%) or “somewhat” (23%). However, respondents were concerned that this concept would not provide adequate protection for bicyclists.

Pinole Active Transportation Plan
Improvement Concepts



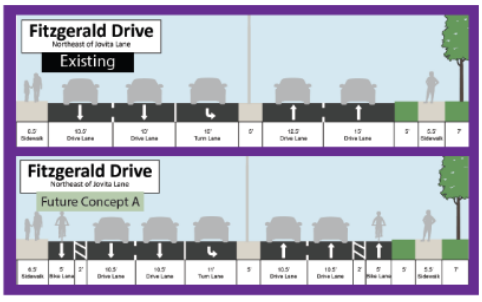


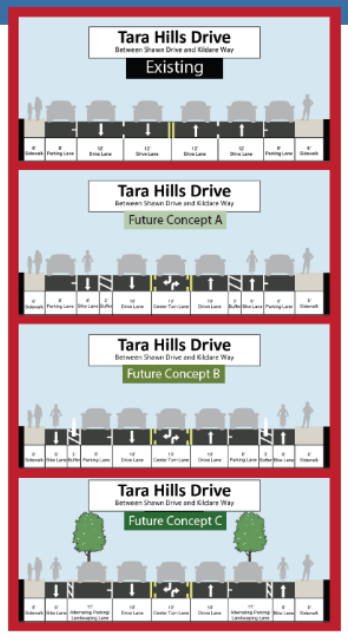


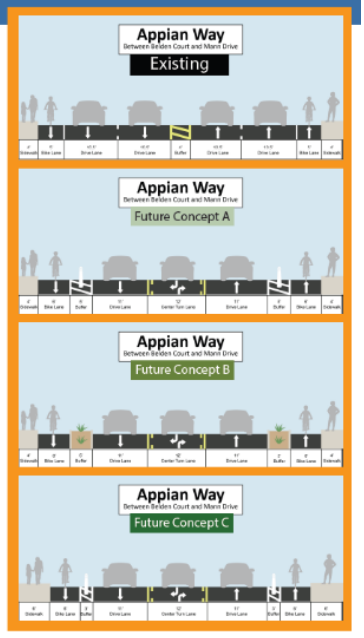


Pinole Active Transportation Plan
Improvement Concepts









City Hall Concept Survey

The City displayed the draft concept plans at Pinole City Hall. Participants were instructed to place sticker dots on the concept they favored for each roadway.

Participants chose concepts that included physical barriers between vehicle traffic and bicyclists, as follows:

- On Tennent Avenue: Class II buffered bicycle lane (parking protected on one side) (Future Concept D), which received six votes
- On Pinole Valley Road: Class IV separated bikeway (Future Concept B), which received three votes

Participants also supported concepts that featured lane reconfigurations for San Pablo Avenue and Pinole Valley Road.

On San Pablo Avenue, participants were almost equally spilt between a Class II bicycle lane (Future Concept C) and a Class IV separated bikeway (Future Concept B), which received eight votes and nine votes, respectively.

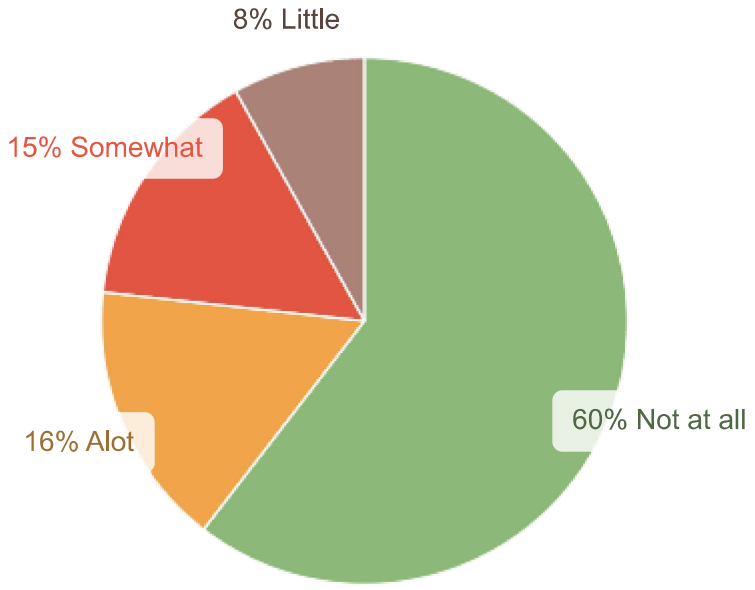


Active Transportation Plan

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
3,278	244	3,015	399	57

How much do you like **Future Concept A** for **Appian Way**?
(click the image to enlarge)



172 respondents

Taking Appian down to one lane each direction is going to make morning traffic near the middle school worse than it already is. Right now, people can drive around the cars in the right lane who are waiting to turn onto Mann, with only one lane, it is going to back up traffic to the intersection of Marlesta.

5/1/2024

21 Agree

We do not have enough bike traffic in Pinole to support a change to current roadways. We do not even have enough collisions to support a traffic grant. Beyond traffic enforcement and engineering roadways to have elements that slow drivers down there is no further need for additional lanes. However, I do think we should have a Bike lane on Pinole Valley Rd and a traffic campaign enforcing laws violated by bicyclists in the Valley. Our weekend bicyclists are unsafe and entitled due to no enforcement.

5/1/2024

17 Agree

Appian Way needs 4 lanes at that point with all of the new housing on San Pablo Ave., the volume of auto traffic will become LOS-D or E. Changing from 4 lanes to two lanes was tried on Pinole Valley Rd. years ago and it was a disaster.

5/2/2024

13 Agree

This will make traffic worse and we don't even have enough cyclists to make this move

5/2/2024

11 Agree

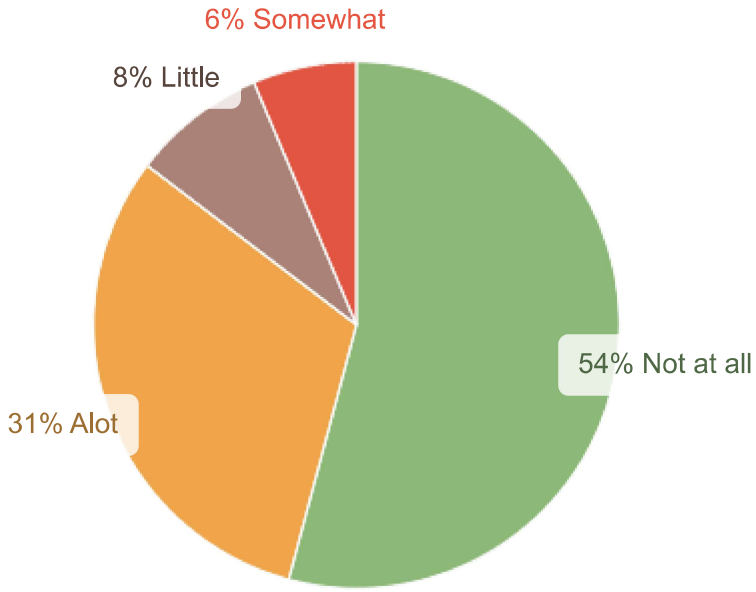
One lane each way on heavily trafficked road is major headache for so few bikes.

5/2/

Show all comments

gree

How much do you like **Future Concept B** of **Appian Way**?
(click the image to enlarge)



157 respondents

2 lanes are needed both directions

5/1/2024

12 Agree

The landscaping provides not only protection to cyclists but also an attractive green space on a street that is mostly an asphalt roadway devoid of life.

5/1/2024

10 Agree

Same as A. Reducing the number of car lanes will not increase safety. Just watch during school hours. It's the parents dropping off/picking up and rushing to/from work who get creative about rules

5/2/2024

7 Agree

Two lanes are needed in Appian. People trying to get in the freeway, middle school traffic and the new housing development must be considered.

5/2/2024

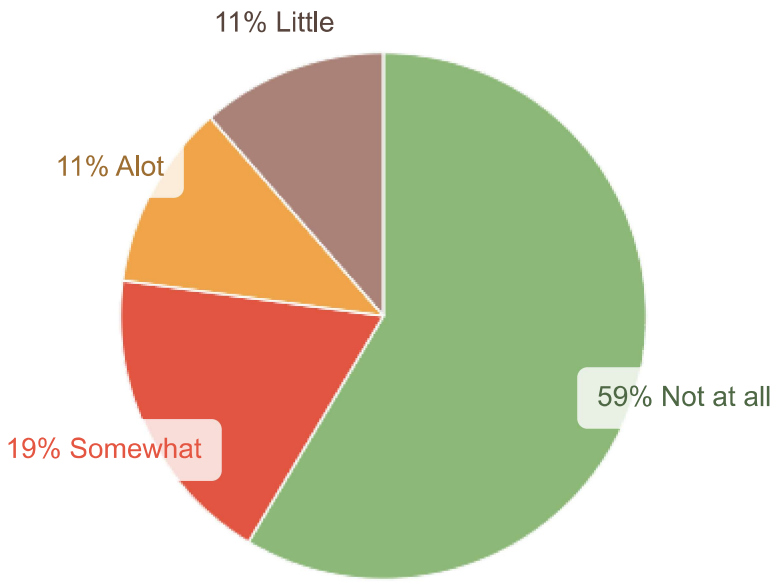
4 Agree

The landscaping may be pretty, however it's costly and hard to manage. It also may encourage wildlife into a heavily trafficked area. Guard stanchions as proposed in Concept C seems most appropriate for that stretch of roadway.

5/1/ ree

Show all comments

How much do you like **Future Concept C** for **Appian Way**?
(click the image to enlarge)



140 respondents

Have you ever seen Appian Way be restricted to one lane during commute hours? The drivers will use the center lane as a highway to pass traffic. This will only increase traffic, increase emissions due to vehicles running longer, and increase the potential for fatal head-on collisions.

4/30/2024

16 Agree

Two lanes of traffic in each direction is needed especially with school traffic at Pinole Middle.

4/30/2024

13 Agree

Don’t eliminate the second lane; too much traffic to go to one lane and a single turn lane. Look at Marin in Berkeley for an example, it’s a bottleneck.

5/2/2024

10 Agree

Two lines in each direction are needed. Why there is no option for this? Who decided only one line would do

5/2/2024

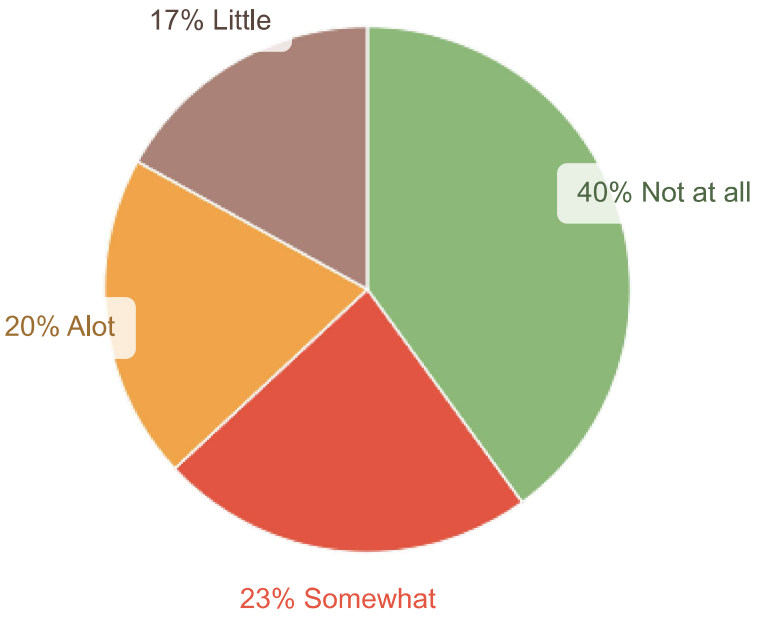
9 Agree

Adding the traffic light on Appian greatly increased safety. With the new housing going up, traffic will increase. Reducing lanes will decrease safety

5/2/ ...gree

Show all comments

How much do you like **Future Concept A** for **Fitzgerald Drive**?
(click the image to enlarge)



130 respondents

Building bike lanes does not necessarily encourage cyclers. Review Richmond Bridge for a case study.

5/2/2024

16 Agree

I like the number of lanes stayed the same. However, Fitzgerald Drive has A LOT of semi-trucks with trailers. Will reducing the lane width create potential hazards for other drivers and pedestrians?

4/30/2024

15 Agree

I think we should really examine the width of the lanes in the future concepts to consider large trucks and buses.

4/30/2024

14 Agree

Fitzgerald is used as access to shopping and restaurants as well as a secondary commuter to Appian. Few cars drive the posted speed limit. It is dangerous enough for cars, we should not be narrowing it for bike lanes.

5/25/2024

3 Agree

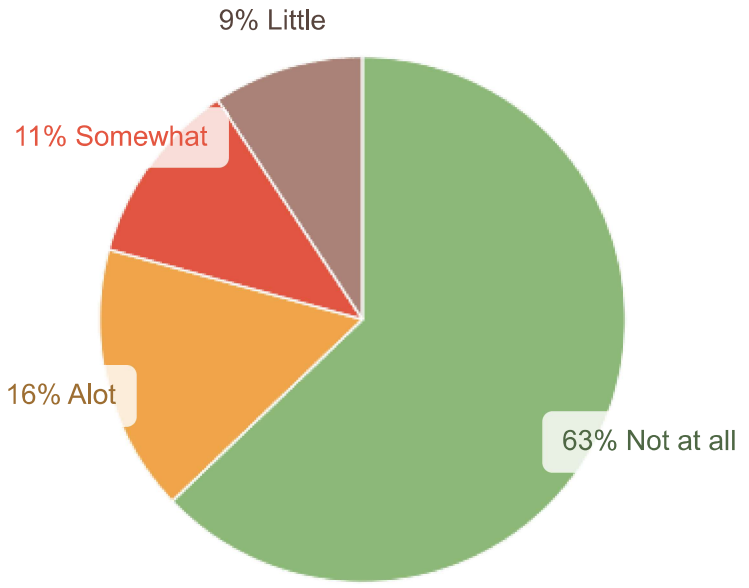
The lane size will make buses and trucks more of a challenge for auto drivers.

5/25

gree

Show all comments

How much do you like **Future Concept A** for **Pinole Valley Road**?
(click the image to enlarge)



140 respondents

This concept is ridiculous.

5/2/2024

12 Agree

Too much traffic on penole valley road to have one lane each way. Not only is there a mega mansion high school there's a lot of people who traveled the back roads for commutes.

5/3/2024

10 Agree

Center turn lanes are often used to bypass traffic. Please observe the traffic in the morning heading each way to PVH and Ellerhorst. People already use the Simas Ave. turn lane to go straight.

4/30/2024

10 Agree

The idea of decreasing lanes is not a good one. The city of Pinole is trying to add at least 2,000 people to our population. We need more lanes, not less!

5/11/2024

9 Agree

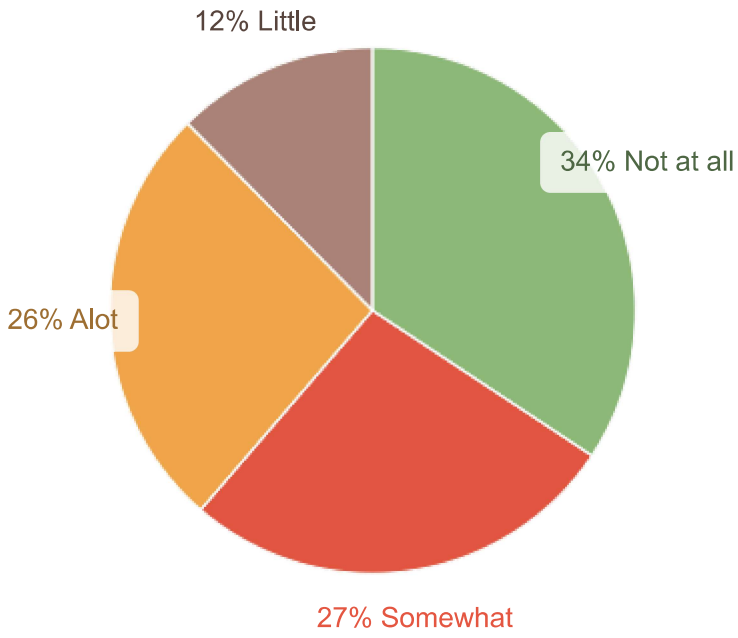
Just fix the potholes!

5/14

Show all comments

gree

How much do you like **Future Concept B** for **Pinole Valley Road**?
(click the image to enlarge)



137 respondents

Just fix the potholes!

5/14/2024

7 Agree

This seems like the safest option.

5/1/2024

7 Agree

Don't get rid of parking people are going to park in front of residents home 😔

5/25/2024

4 Agree

Nice to have a wide bike lane, but what about the poor folks who live on the right side of PVR? Where are they or their guests supposed to park except for their driveways. Are they expected to park across the street and get hit or killed crossing if they do?

5/26/2024

2 Agree

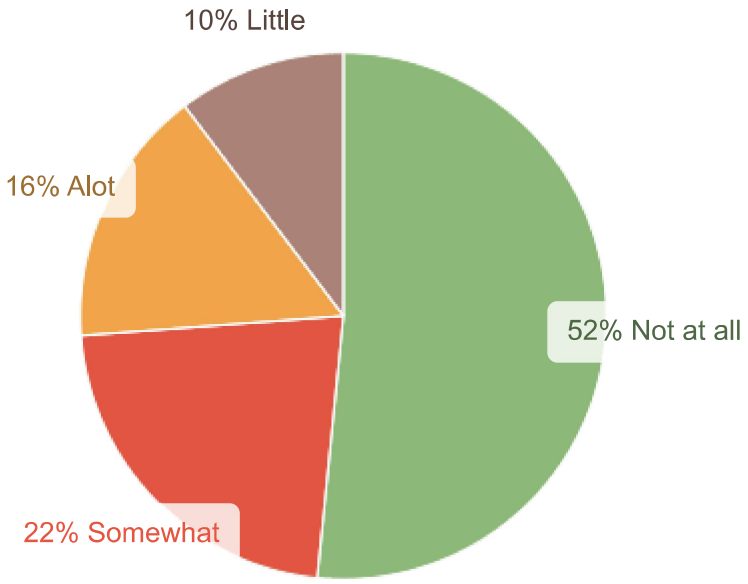
Not a fan of a two-way bike lane.

5/25

Show all comments

gree

How much do you like **Future Concept A** for **San Pablo Avenue**?
(click the image to enlarge)



126 respondents

There are far too many storefronts with folks coming in and out for the City to put bikes on a shared path.

5/1/2024

10 Agree

It is not safe for pedestrians to allow bikes on the sidewalk.

5/1/2024

10 Agree

Just fix the potholes!

5/14/2024

5 Agree

The businesses on one side will not be very happy with removing the parking lane. A shared use path can be dodged… literally. Observe the Bay trail where cyclists and pedestrians mix.

5/2/2024

4 Agree

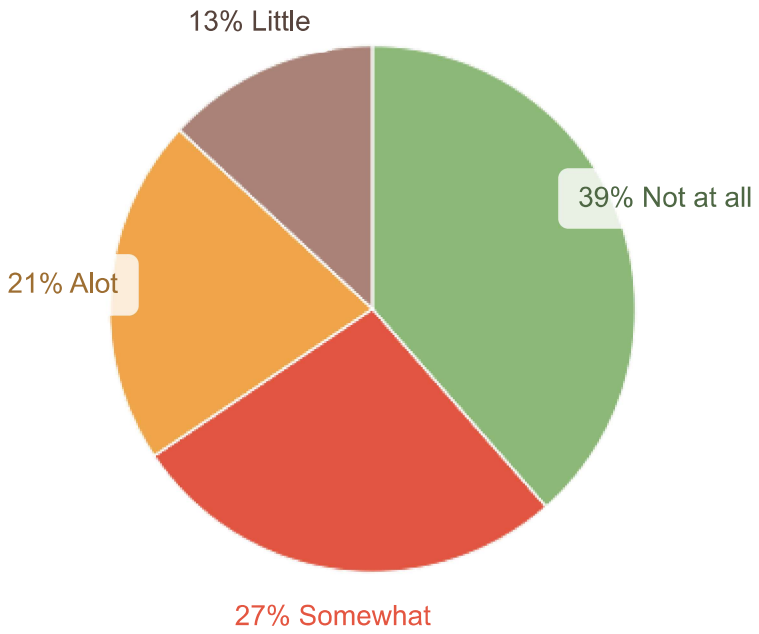
Based on my experience on the Bay Trail, bicyclists will endanger pedestrians on any shared pathways. Bicyclist do not call out or slow down when they approach pedestrians.

5/11

Show all comments

gree

How much do you like **Future Concept B** for **San Pablo Avenue**?
(click the image to enlarge)



122 respondents

The local businesses need parking on both sides of the street.

5/3/2024

8 Agree

Just fix the potholes!

5/14/2024

4 Agree

This seems the safest for everyone.

5/1/2024

4 Agree

I think SPA really needs to keep the four lanes. There can be a lot of traffic during rush hour. I really like the idea of a two-way bike lane.

5/1/2024

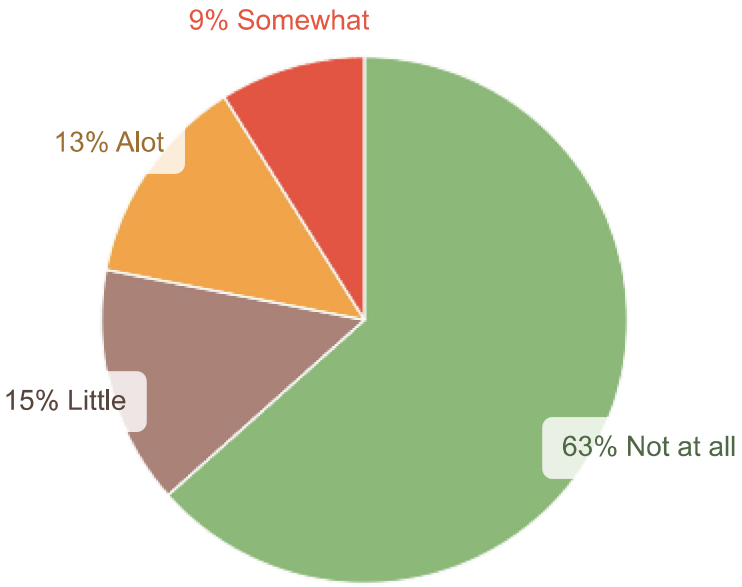
3 Agree

The trees are on the wrong side of the bike lane. Plastic and paint makes right what ain't.

8/9/

Show all comments

How much do you like **Future Concept C** for **San Pablo Avenue**?
(click the image to enlarge)



123 respondents

Do not like removing lanes AT ALL on such a busy road. Awful idea

5/2/2024

12 Agree

People don’t realize that the reason San Pablo has so much traffic is because people know they can get off the free way and use San Pablo as an alternative freeway. Slowing down San Pablo by making it a less desirable option for traffic times forces people to stay on the freeway.

5/10/2024

8 Agree

The biggest thing that slows car traffic through here is that cars are constantly blocking the left lane waiting to turn. A center turn lane would be a big improvement for car traffic, and bike lanes would feel safe with cars next to them at 25-30 mph. Any reason the City couldn't swap the parking lane and the bike lane like many other areas are doing (including San Pablo on Rumrill)?

5/1/2024

7 Agree

I like removing lanes, a lot!!!

5/11/2024

4 Agree

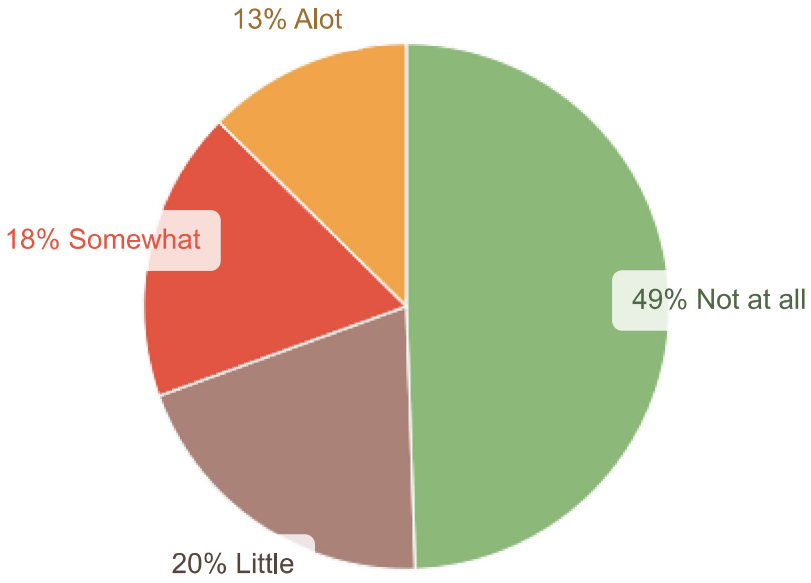
Bad idea.

5/10

Show all comments

gree

How much do you like **Future Concept A** for **Tara Hills Drive**?
(click the image to enlarge)



95 respondents

Disappointed that traffic analysis not looking at Tara Hills/Appiah intersection. Right turn lanes from Tara Hills to Appian badly utilized as 90 percent of cars use right-most lane. Would like to see right-most lane dedicated to I80 westbound lanes.

5/3/2024

4 Agree

All of the parking here is for residential, so I think having the parking lanes next to the sidewalk makes sense. I LOVE the change to one lane in each direction with a center turn lane. There has never been enough traffic to justify two lanes in each direction, and all it has done is incentivize drivers to go too fast (I'm guilty of it myself).

5/1/2024

3 Agree

I like this option the best. Tara hills drive was never meant to be a mini freeway.

5/11/2024

2 Agree

Who is designing these two lane plans? These are busy streets.

5/10/2024

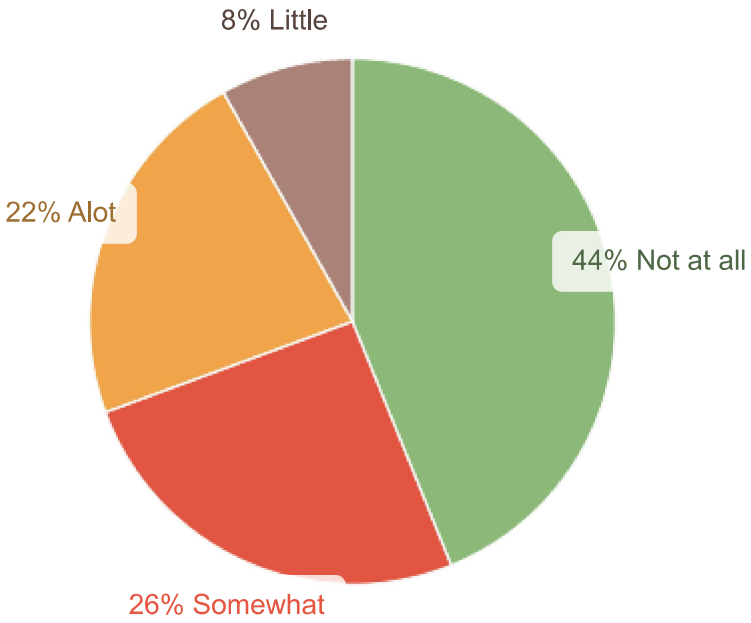
2 Agree

Just fix the potholes!

5/14

Show all comments

How much do you like **Future Concept B** for **Tara Hills Drive**?
(click the image to enlarge)



98 respondents

This would feel the safest for kids riding to school.

5/1/2024

5 Agree

We need all roads in Pinole to be repaired. We need to keep all lanes as traffic is getting worse in Pinole.

5/11/2024

4 Agree

i like parking lane not having to cross bike lane

5/22/2024

1 Agree

Just fix the potholes!

5/14/2024

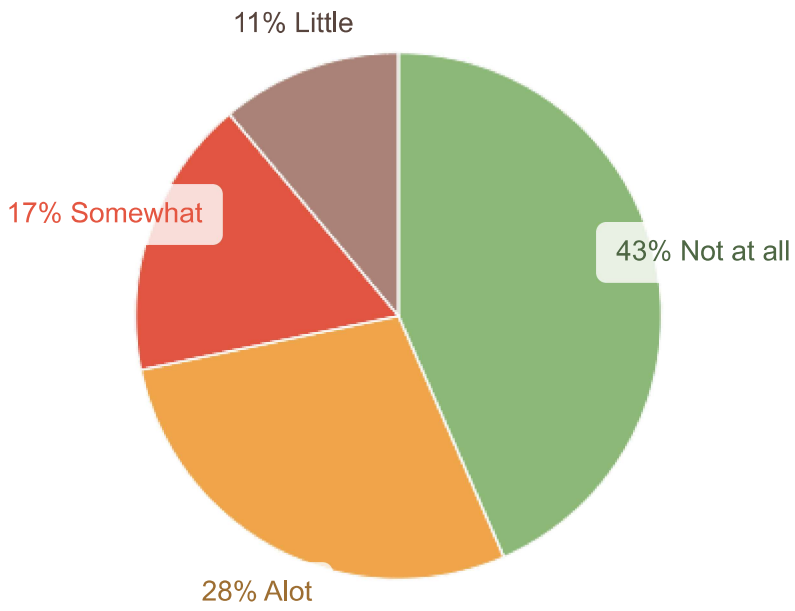
1 Agree

Plastic and paint doesn't protect cyclists. People get killed by these designs.

8/9/

Show all comments

How much do you like **Future Concept C** for **Tara Hills Drive**?
(click the image to enlarge)



99 respondents

My solution to landscaping is to plan natives they are low water and require no maintenance

5/10/2024 3 Agree

This is by far the best option to make this stretch of road safer for the local residents. The traffic on this stretch of road is way too fast and the road needs calming measures. Living very close proximity to this stretch, there is not a single day I do not witness someone running the stop signs or excessively speeding down the road. Native trees and or plants and slow the traffic down. This can not be a shortcut for freeway users that don't even live in this neighborhood.

5/17/2024 2 Agree

No.

5/10/2024 2 Agree

More trees are a huge improvement to the overall health of our environment by reducing urban heat and improving air quality and visual beauty.

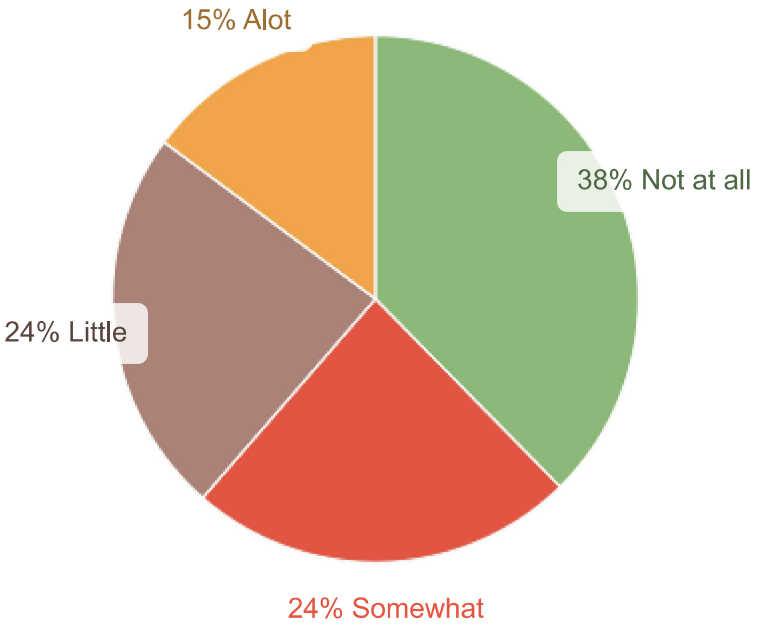
5/27/2024 1 Agree

Again, people exiting a parked car into a bike lane is a bad idea.

5/25 ...gree

Show all comments

How much do you like **Future Concept A** for **Tennent Ave**?
(click the image to enlarge)



101 respondents

I don't think this is wide enough for the buses.

5/1/2024 4 Agree

Just fix the potholes!

5/14/2024 3 Agree

This is better than the "existing"--designate bike lanes are very much needed, in one form or another. I live on this block. Speed is a huge issue. Bikers take a big risk, unless they're in a group and a lot of the kids will, like me, ride the sidewalk along this stretch. Would love to feel safer! I believe that the traffic control should try to encourage preferred behavior (slower, fewer cars, more bikes, for example).

5/10/2024 1 Agree

Can't wait to watch the collisions with this one!

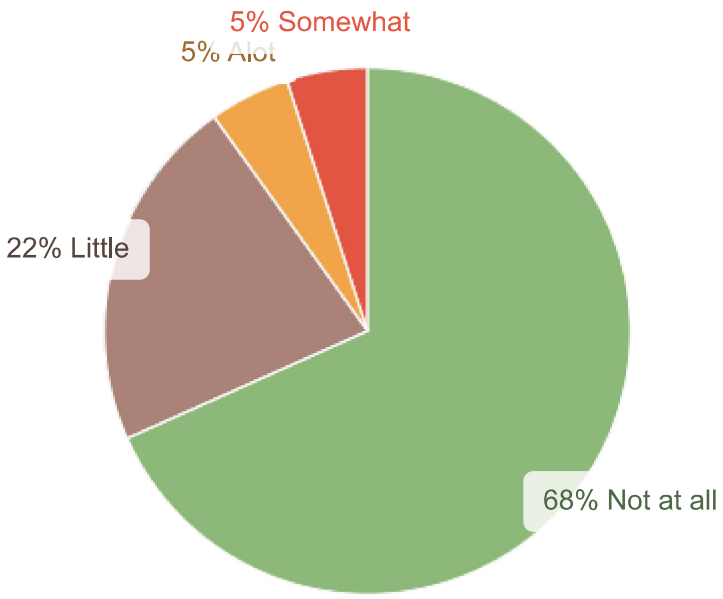
5/2/2024 1 Agree

Paint only bike lane in the parked car door zone? Just stop ...

8/9/

Show all comments

How much do you like **Future Concept B** for **Tennent Ave**?
(click the image to enlarge)



101 respondents

The culture of driving on this street wouldn't allow for a shared lane. I live on this block. That's me on the right, glaring at the fast drivers!

5/10/2024 4 Agree

Sharrows are awful. True bike lanes in each direction would be much better.

5/1/2024 3 Agree

More accidents and lawsuits for the attorneys.

5/2/2024 2 Agree

Just fix the potholes!

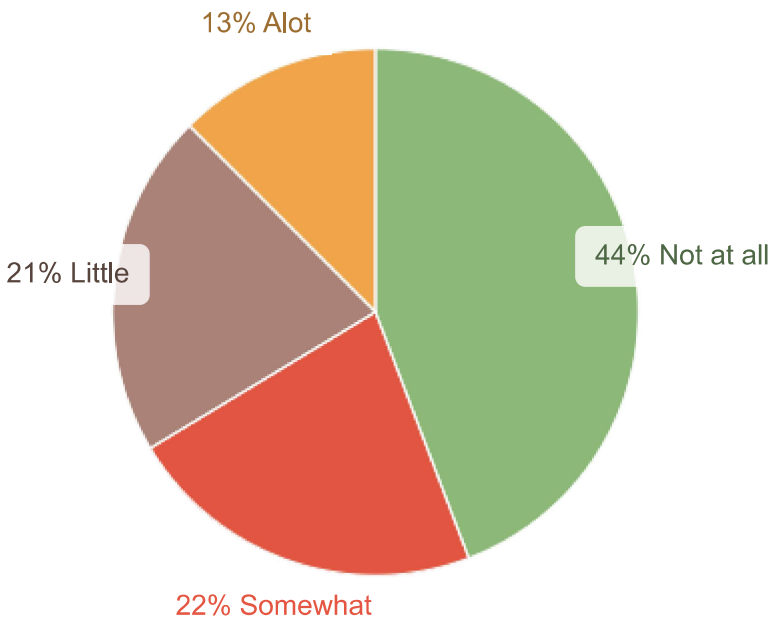
5/14/2024 1 Agree

There's plenty of research out that sharrows aren't safe for anyone. The buffer for the bike lane is just protecting hunks of parked steel. Just stop ...

8/9/

Show all comments

How much do you like **Future Concept C** for **Tennent Avenue**?
(click the image to enlarge)



104 respondents

Don't take away parking from Tennent. There is a church, a school, Farmers Market, City offices, all nearby and we need the parking.

5/1/2024 7 Agree

I live on this block. The loss of so few (7) parking places would be greatly offset by much safer bike lanes at all times. I get it. During certain hours, parking is tight. A bit more walking might be necessary for a few. But I believe the greater good would be served by fewer parking spots/better visibility.

5/10/2024 4 Agree

Just fix the potholes!

5/14/2024 1 Agree

Ask the homeowners

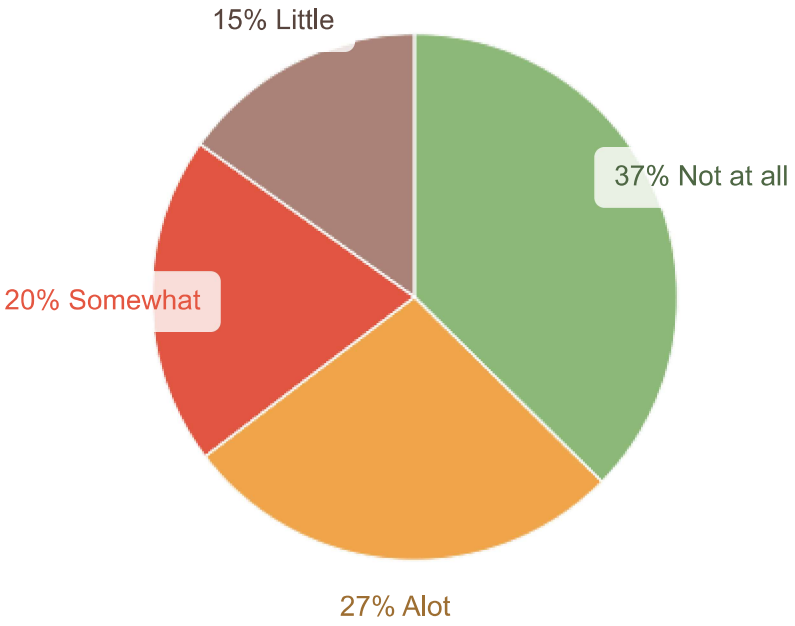
5/2/2024 1 Agree

Bike lane in the parked car door zone? These designs are getting people killed. Just stop ...

8/9/

Show all comments

How much do you like **Future Concept D** for **Tennent Avenue**?
(click the image to enlarge)



99 respondents

It will be easier for people to park and safer for bikers to have cars park next to the driving lane rather than having to cross the bike lane to park.

5/3/2024 3 Agree

best of the options. drive lanes don't cross bike lanes to park. bikes have safe lanes. yay landscaping

5/22/2024 1 Agree

Barriers between parking and the bikeway need to be substantial or drivers will just park in the bike lane. Better to have the landscaping between the bikeway and the parking.

8/9/2024

I disagree to spend money to do the project but the right side parking spaces disappeared. This is called waste money.

7/5/2024

This isn't going to improve anything. Less parking?? Narrower auto lanes? There is only a very small minority of the population that want to bike in town.

6/5/

Show all comments

Rank your top priorities in the Active Transportation Plan. (Drag your top priority into the "your top priority" box and continue from there)

81%	Safety	Rank: 1.93	46 ✓
88%	Traffic Calming	Rank: 2.34	50 ✓
82%	Sidewalk Space Availability	Rank: 3.02	47 ✓
72%	More Public Transit Routes	Rank: 3.44	41 ✓
77%	Parking Space Availability	Rank: 3.57	44 ✓

57 Respondents

Pedestrian and biker safety should be prioritized.

5/1/2024

13 Agree

Bike lanes do not work on most of Pinoles streets. Bikers do not stop at stop signs and never get cited.

5/2/2024

8 Agree

I'm all for bike lines and greenery but not at the expense of increasing traffic and without considering the new housing developments planned for Appian and San Pablo. The current situation with traffic congestion outside the middle school haven't been addressed and yet here we are voting to reduce lines.

5/2/2024

8 Agree

We definitely need a turn lane on San Pablo and Tennent that is the biggest back up

5/1/2024

5 Agree

Fix what's already there. Re strip re pave repair

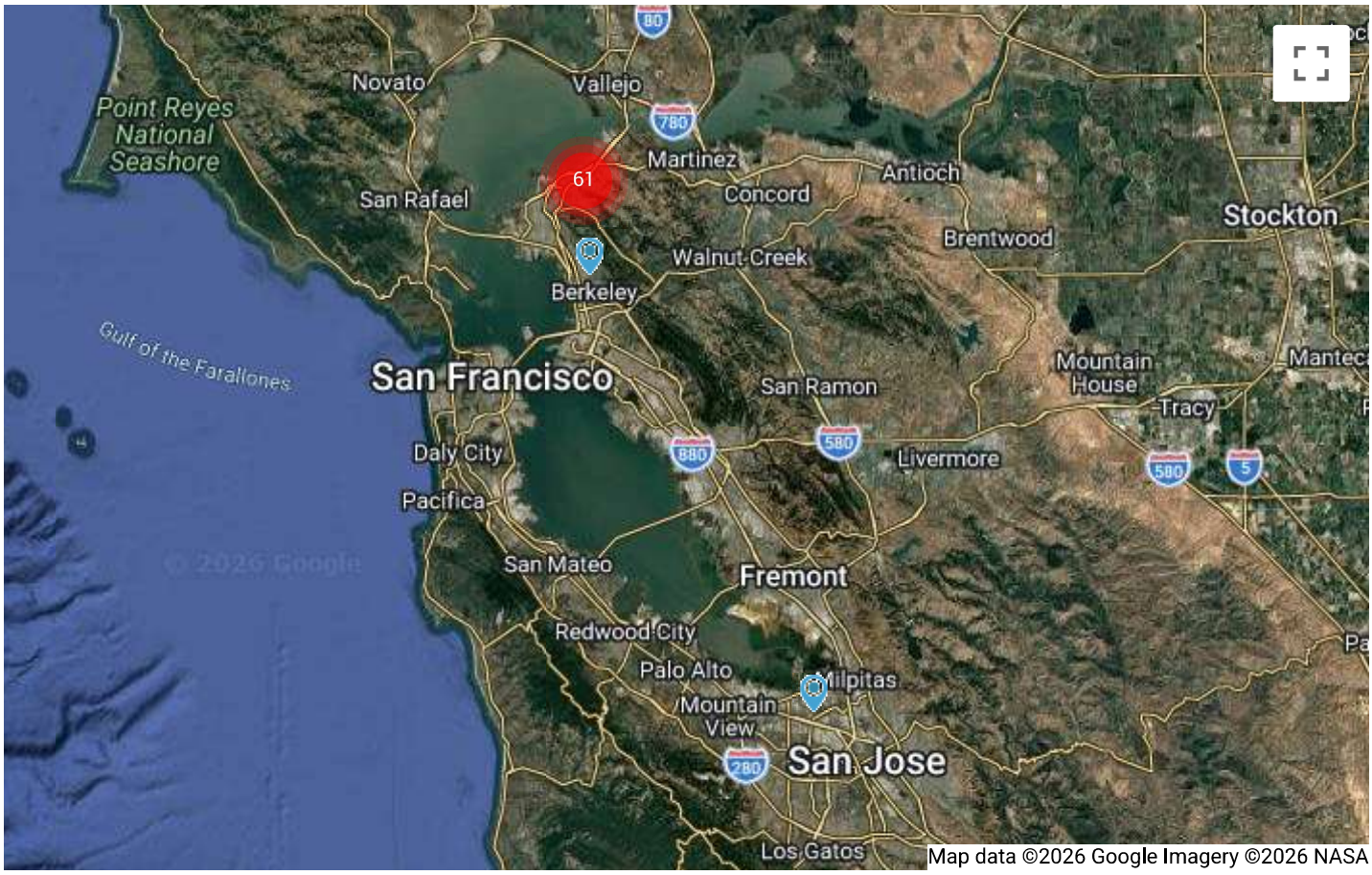
5/1/2 ... gree

Show all comments

Tell us more about yourself.

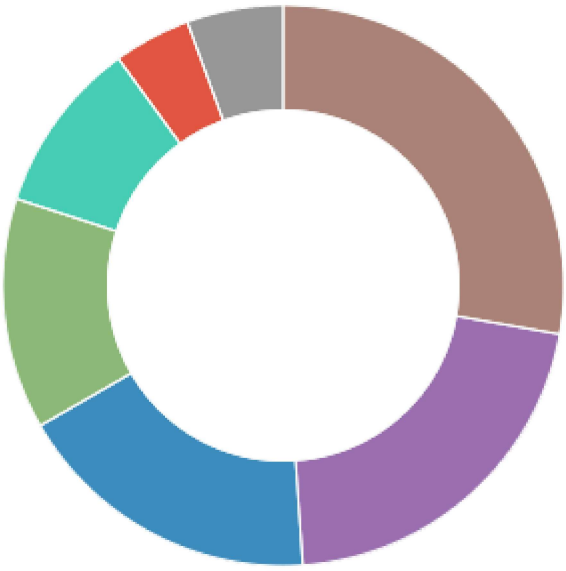
No data to display...

To help us ensure that we reach all neighborhoods, please tell us the approximate location of where you live.



undefined

What is your age?

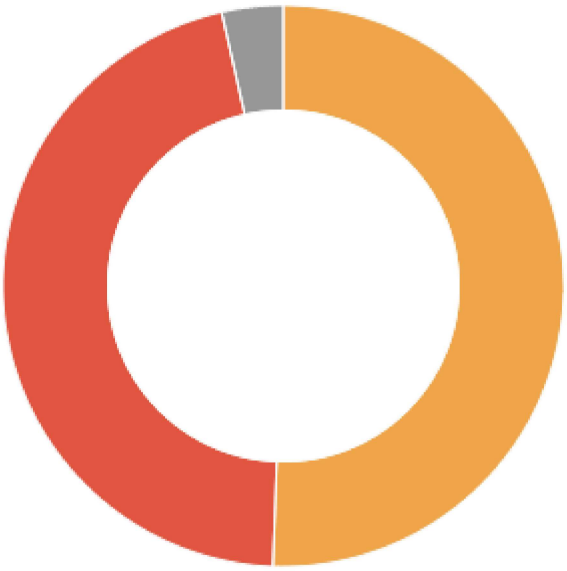


28 %	35-44
21 %	65-74
18 %	55-64
13 %	45-54
10 %	75-84
4%	25-34
6%	Others

90 respondents

undefined

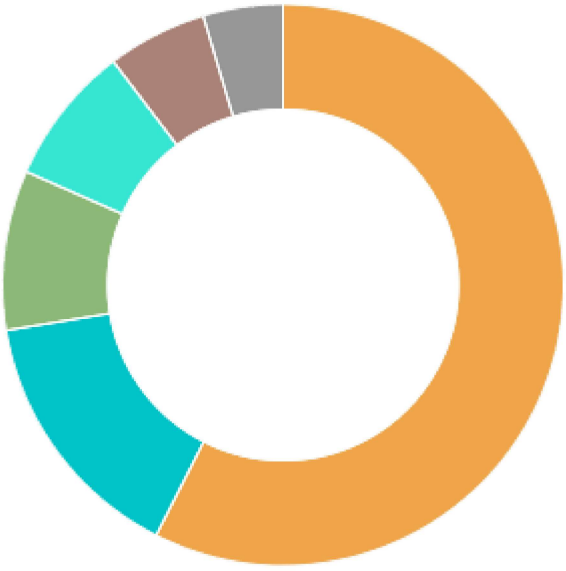
What is your gender?



85 respondents

undefined

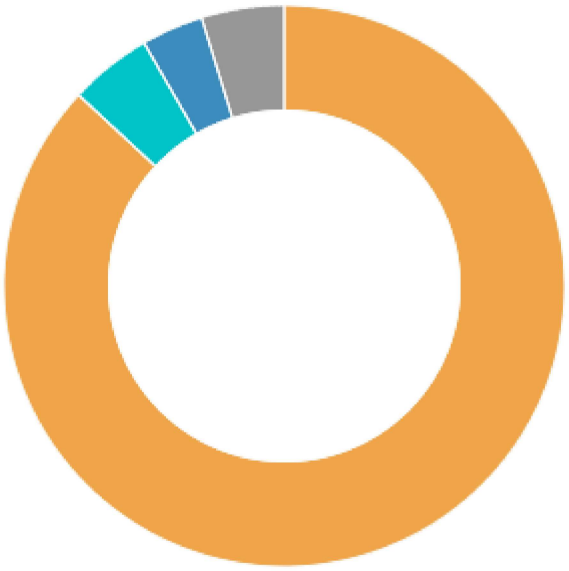
What is your race/ethnicity?



87 respondents

undefined

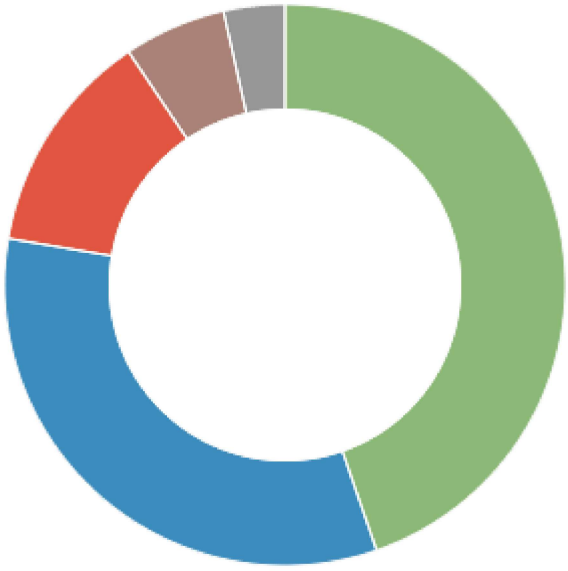
National Origin:



84 respondents

undefined

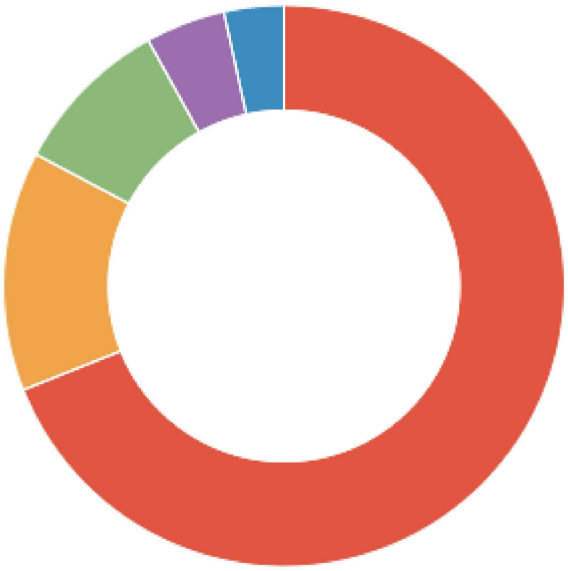
What is your highest formal education level?



85 respondents

undefined

What is your marital status?

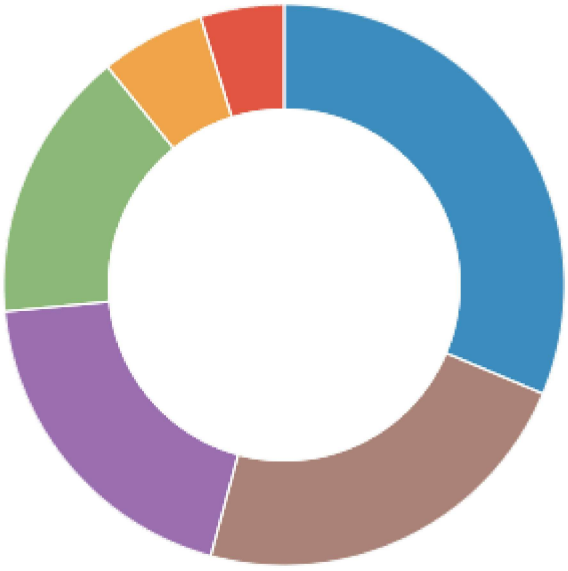


69 %	Married or Domestic Partnership
14 %	Never Married
9%	Divorced
5%	I prefer not to answer
3%	Widowed
0%	Separated

87 respondents

undefined

Total household income:

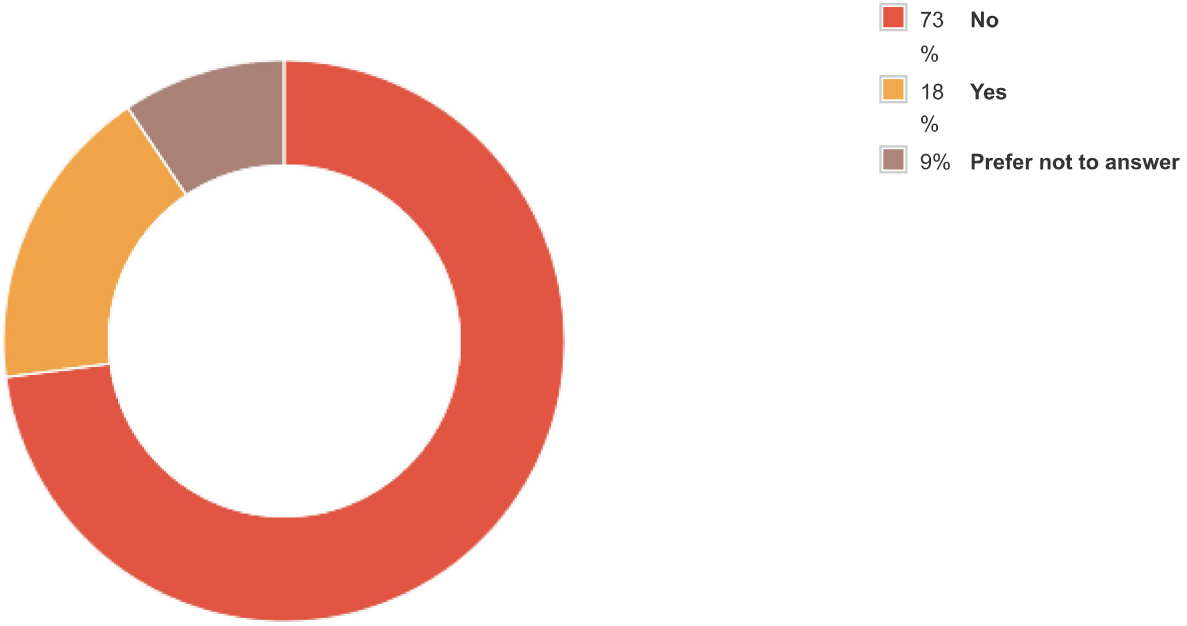


31 %	$150,700 or greater
23 %	$68,501-$109,600
19 %	Prefer not to answer
16 %	$109,601-$150,700
6%	Less than $41,100
5%	$41,101-$68,500

83 respondents

undefined

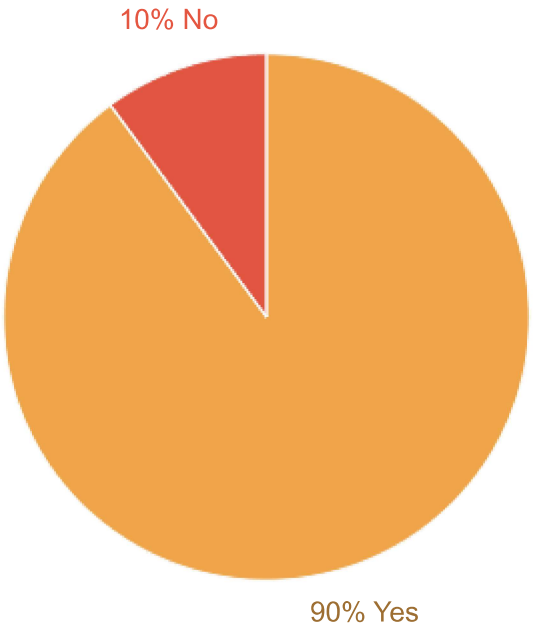
Do you have a disability?



85 respondents

undefined

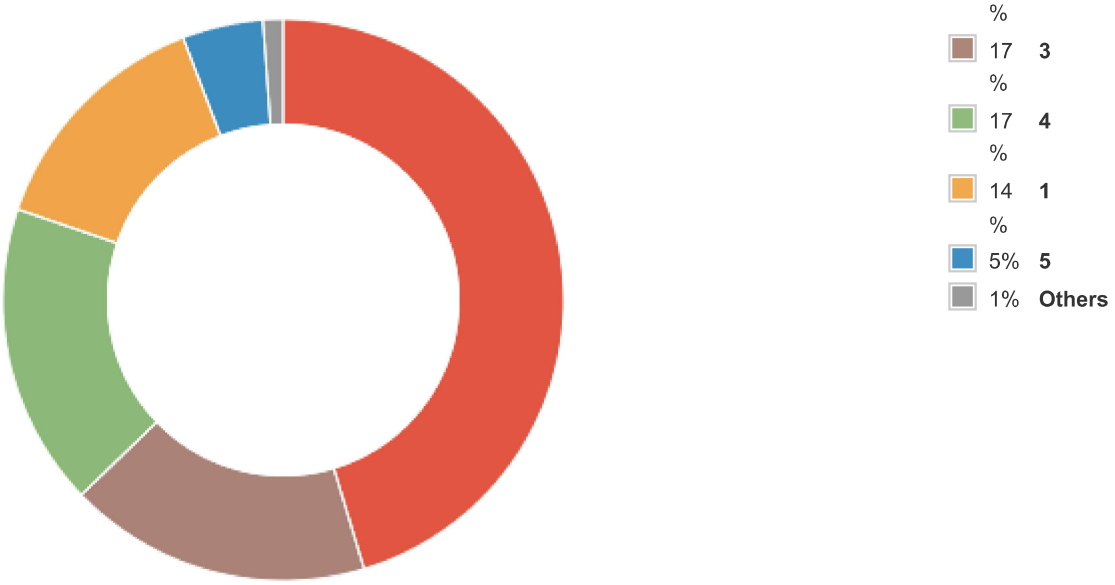
Are you a resident of Pinole?



89 respondents

undefined

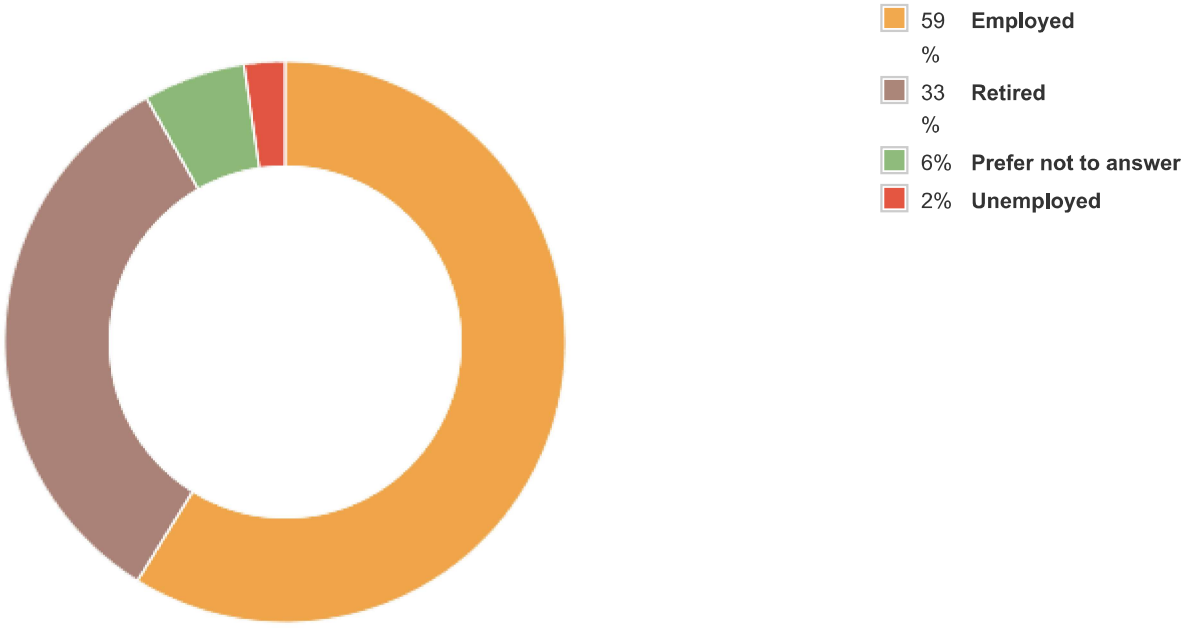
How many people do you have in your household, including yourself?



86 respondents

undefined

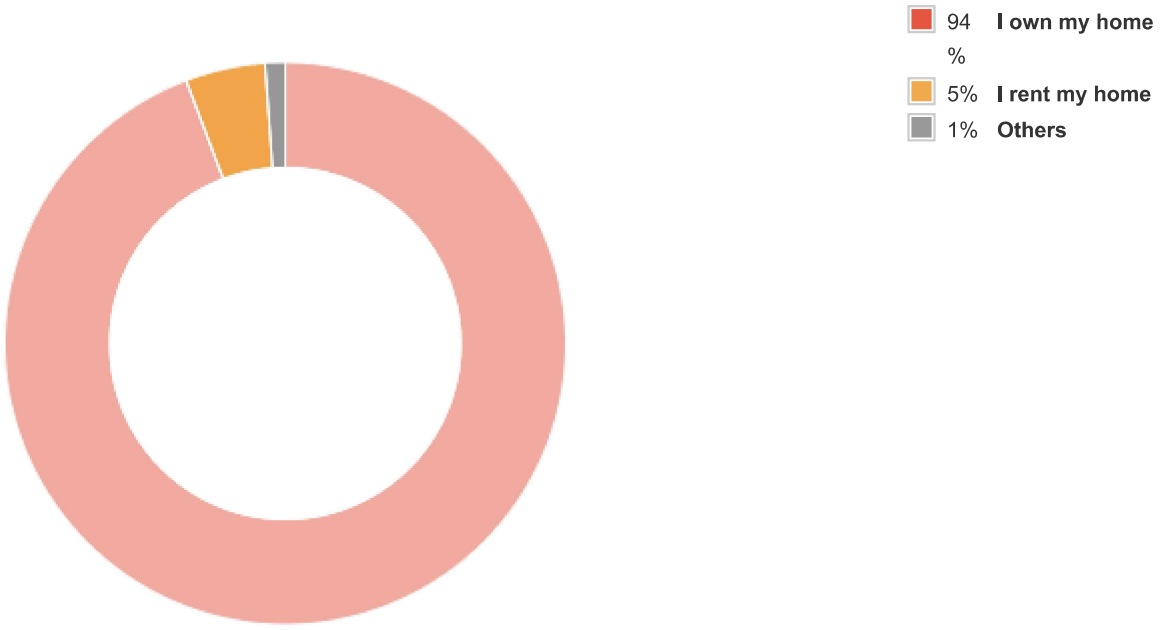
What is your employment status?



85 respondents

undefined

What is your housing situation?



87 respondents

How much do you like **Future Concept A** for **Appian Way**?
(click the image to enlarge)

No data to display...

Comments: Active Transportation Plan Workshop

Changing lane configuration for only one block along PVR seems nuts.

7/3/2024

1 Agree

Hoping for a designated 'bike lane' along 🙏 Pinole Valley Road toward Castro Ranch Road (El Sobrante).

7/5/2024

How can we eliminate the power poles in the middle of the sidewalks that obstruct the cutouts for wheelchairs, scooters and strollers? Example the corner of Pinole Valley Road and Granada Court and others. This is unsafe and forces people into the street.

7/3/2024

Appendix C

Stakeholder & Public Comments

Table 1: Interactive Map Comments

Created on	Type	Comment	Up Votes	Down Votes
10/9/2023	Traffic Safety Comment	Dangerous cross-walk. I and many others have been involved in vehicle vs. pedestrian accidents here. Drivers speed dangerously and do not obey traffic rules or signals.	5	0
10/9/2023	Traffic Safety Comment	Drivers disregard rules of the road here, even during student crossing hours. This includes illegal lane changes, speeding, illegal u-turns, stopping in the intersection. With the additional construction, this is a very dangerous area.	4	0
10/14/2023	Walking/Pedestrian Comment	What a wonderful thing if people could safely bike/walk from Pinole Valley Park to at least I-80, if not further, on a safe designated multi use path. Kids and families going to ellerhorst, kids and families going to high school, kids and families going to the library. Biking/Walking to shopping and restaurants, getting exercise. The bike/walk from Pinole Valley to I-80 and downtown isn't that long, and it's pleasantly flat—it's just unsafe along and in Pinole Valley Road.	6	0
10/16/2023	Walking/Pedestrian Comment	I agree, I love how Lafayette, Walnut Creek and other neighborhoods are connected by a safe walking/biking trail. Would love to see that in Pinole	1	0
10/16/2023	Traffic Safety Comment	People drive fast on Pinole Vally Rd. It would be good to slow traffic down from the school to the skate park and add flashing lights where pedestrians cross to the park	7	0
10/17/2023	Walking/Pedestrian Comment	Dangerous four lane road with not enough physical and visual warning for crosswalk--drivers constantly blowing through stop and this is right next to an elementary school. Need real, physical, traffic calming measures and pedestrian refuge islands for length of road, at least on Pinole side, to provide pedestrian and cyclist safety.	3	0

Created on	Type	Comment	Up Votes	Down Votes
10/17/2023	Traffic Safety Comment	Dangerous four lane road with not enough physical and visual warning for crosswalk--drivers constantly blowing through stop and this is right next to an elementary school. Need real, physical, traffic calming measures and pedestrian refuge islands for length of road, at least on Pinole side, to provide pedestrian and cyclist safety.	7	0
10/18/2023	Traffic Safety Comment	Totally agree, Tara Hills Road is very wide and cars feel comfortable speeding up despite school zone notices. Boulevard/Pedestrian Island, or narrowing down to one car lane could slow cars down.	2	0
10/18/2023	Bicycling Comment	This thoroughfare can be an exceptional place to put bile infrastructure.	4	1
10/18/2023	Walking/Pedestrian Comment	Kids should be able to safely walk to their local Elementary school, and i should be able to walk the dog without fearing for our life crossing the street.	6	0
10/18/2023	Bicycling Comment	Unsafe to let kids bicycle on Wright Ave due to speeding drivers and distracted drivers.	7	0
10/18/2023	Walking/Pedestrian Comment	There should be a safe and protected way for residents and especially teens to walk from the Simas and Wright neighborhood down to the school/shops/Library. This part of Pinole could be a very walkable community if it weren't for the dangerous driving on Pinole Valley Road and lack of pedestrian infrastructure.	8	0
10/18/2023	Work/Commute Comment	The traffic becomes unbearable every afternoon after the high school students get out. If it were safer for students to walk to the high school, perhaps more would do so and the traffic wouldn't be so horrendous.	0	0
10/19/2023	Walking/Pedestrian Comment	there will be a lot of negative comments here, but here is a positive one. This is one of my favorite spots in the city, no car sounds, nature.	5	0
10/19/2023	Walking/Pedestrian Comment	It would make a lot of sense to put a bike path that contain also be used by mobility scooters from the senior housing to the senior center	5	0
10/19/2023	Bicycling Comment	We should continue the bike lanes on Appian that are in el sobrante and continue them down Appian	4	0

Created on	Type	Comment	Up Votes	Down Votes
10/19/2023	Traffic Safety Comment	The lane width of Pinole Valley Rd. westbound between Helena Court and Shea Drive goes from 18' down to 9'8" in a short distance (on a blind curve). The result is that bicyclists and cars suddenly find themselves converging on the same spot with no prior warning. There is not enough space for a car and a bicycle to occupy the same lane. This is an accident waiting to happen and a liability for the city that should be addressed	8	0
10/20/2023	Bicycling Comment	This should be a biking thoroughfare. It connects the schools to the downtown area.	0	0
10/20/2023	Bicycling Comment	This should be a bike way. It can go through the cul de sac and cross at the intersection into the shopping center and neighborhoods accross the street.	0	0
10/20/2023	Bicycling Comment	This should be a bike corridor. It can cross to the apartement complex and shops accross the street.	0	0
10/20/2023	Bicycling Comment	If you put a protected bike path from del monte to sunnyview, then you can create a lot more foot traffic for all the businesses on this stretch of san pablo and encourage retail. It also connects the paths to the protected bus stops that extend into the wider transit network.	3	0
10/20/2023	Bicycling Comment	There needs to be a separate protected bike path on this avenue in both directions from the park accross the bridge to the intersection. The cars drive too fast on this stretch and it is a conflict point with bikes trying to go to the bay trail.	2	0
10/20/2023	Bicycling Comment	This would empower middle school kids to be able to ride bikes to school and not have to walk or drive.	1	0
10/21/2023	Traffic Safety Comment	Speeding along San Pablo Ave in this area is a constant issue. Particularly dangerous when turning right into narrow driveways, streets, and cars are so close behind you.	1	0
10/21/2023	Walking/Pedestrian Comment	Sidewalks in this area are very narrow or nonexistent, while cars go at fast speeds very close to sidewalks. Improving walkability, widening sidewalks, would be a great asset for Pinole, especially along commercial corridors.	0	0

Created on	Type	Comment	Up Votes	Down Votes
10/21/2023	Walking/Pedestrian Comment	This part of the Bay trail is a lifesaver for Pinole residents! Some of us were able to keep our sanity during the pandemic because of this trail. Please, do whatever is necessary to repair the existing damage after the storms, and maintain this trail for all of us.	6	0
10/22/2023	Walking/Pedestrian Comment	Add a flashing pedestrian light for families getting to an and from the soccer fields	4	0
10/22/2023	Walking/Pedestrian Comment	Overgrown bush here makes it risky to cross the street safetly.	3	0
10/22/2023	Bicycling Comment	Bike lane should be available across all of Pinole Valley Road and should be accessible on both sides or consistently on one side with traffic going in both directions. The lack of protected bike lanes makes it difficult, particularly for families and those that are not pro-bikers. Easy commute to downtown should be feasible.	11	0
10/22/2023	Walking/Pedestrian Comment	Overgrown bushes limits accessibility for strollers and wheelchairs.	2	0
10/22/2023	Bicycling Comment	Why is this gate closed to the biking path? There should be a clear biking option from Ellerhorst to PVHS to Collins and to Downtown. There is a lot of bike potential for our small town if only the lanes were made available.	6	0
10/22/2023	Recreation Comment	Let's get more locally owned and exciting businesses in our Downtown. There is such demand for evening activities and food options. Let's keep our tax-base here instead of driving to neighboring towns like El Cerrito for dinner options.	1	0
10/24/2023	Bicycling Comment	Pinole Valley Road, and all other single lane "shared" bike/car routes, needs consistent traffic calming like speed humps each block in order to both reduce car speeds and counts, making the route more comfortable and safer for bike riders of all ages/abilities. A minimum, citywide design standard for these types of narrow shared bike routes would be great.	8	0
10/24/2023	Bicycling Comment	Drivers get very impatient and tend to speed more around the freeway interchange. Physically separated bike infrastructure and separate signal phases are needed here in order to reduce conflicts.	5	0
10/24/2023	Bicycling Comment	A continuous Pinole Creek Trail with an over or under crossing of I-80 would provide excellent bike and walk access here for all ages and abilities.	7	0

Created on	Type	Comment	Up Votes	Down Votes
10/24/2023	Traffic Safety Comment	"Slip turn" lanes like this one need to be eliminated citywide, narrowing and squaring up intersections to slow turning car traffic and reduce pedestrian crossing distances, improving safety significantly.	0	0
10/24/2023	Traffic Safety Comment	Safer bicycle left turn accommodation and safer pedestrian crossings in and out of the park are needed here. This could be a good location for a HAWK beacon (hybrid crosswalk signal) installation, oriented for both bike and pedestrian crossings.	5	0
10/24/2023	Traffic Safety Comment	Eliminate this free/fast right turn on ramp lane, and replace it with squared up, slower turn ideally with a signal control and protected bike lane crossing.	4	1
10/24/2023	Traffic Safety Comment	Eliminate this free/fast right turn on ramp lane, and replace it with squared up, slower turn ideally with a signal control and protected bike lane crossing. The current configuration is hazardous for people biking or walking.	1	0
10/24/2023	Traffic Safety Comment	Eliminate all double right turn lane configurations citywide, and especially at freeway on-ramp locations like this, as they encourage higher speeds with less yielding to vulnerable road users, and they make good bikeway design much harder.	1	0
10/24/2023	Bicycling Comment	Needs a bicycle/pedestrian signaled crossing to extend safe pedestrian access to Pinole Vly Rd westbound.	6	0
10/24/2023	Bicycling Comment	Needs road painted with green bicycle lanes that clearly demarcates a safe path for bicycles to pedal through the intersection/interchange.	5	0
10/25/2023	Bicycling Comment	There should be a bike lane on the northwest side of Pinole Valley Road. This is the main route that students take getting from the valley to the high school. There is a bike lane on the other side of the road, but not on the northwest side. There are only one or two cars that Park along outside of the road. Parking should be eliminated, and a bike lane should be striped. This is a major student safety issue.	8	1
10/25/2023	Bicycling Comment	There should be a safe biking route from the valley to downtown pinole. It is not safe for many of the students and adults who regularly ride this route. Islands in the road should be eliminated, and bike lanes established both directions.	8	0

Created on	Type	Comment	Up Votes	Down Votes
10/25/2023	Bicycling Comment	This area should be made safe for students and adults biking from the valley to downtown. Islands could be eliminated, and parking could be limited, so that bike Lanes could be striped.	7	1
10/25/2023	Kids/School Comment	Kids cross here on their way to elementary school via Amber Schwartz park. It should have a crosswalk.	5	0
10/25/2023	Bicycling Comment	This area is very narrow for bicyclist. The curb is also narrow and uneven. Slipping off the curb could be really dangerous for kids on bikes here. Lots of kids and families use this route to get to the Ellerhorst boys and girls club and to access Pinole valley Park	7	0
10/25/2023	Bicycling Comment	All of Simas is a common bike route and could benefit from bike lanes or shadows.	4	0
10/25/2023	Bicycling Comment	More bike racks are needed in the shopping center to encourage biking in the valley.	4	0
10/25/2023	Walking/Pedestrian Comment	The path behind the high school is uneven and needs repair.	2	0
10/25/2023	Bicycling Comment	This should be the bike route from the valley to Pinole Middle. Right now there is now safe way for kids to ride to school. Needs bike lanes along Sarah and protected lanes along Appian and across the freeway to Pinole Middle.	4	1
10/25/2023	Bicycling Comment	This crossing needs to be made safe for bicycles.	6	0
10/26/2023	Bicycling Comment	No! We don't need anymore bike lanes.	1	3
10/27/2023	Traffic Safety Comment	When coming down PVR left turn lane on Estates and right turn into Trader Joe's invade straight through lane. Maybe posts could be installed on left turn lane to help	0	0
10/29/2023	Walking/Pedestrian Comment	I love this spot, I'm here daily to walk my dog. I do wish the bridge was reopened though, it would add much more variety to our walk.	0	0
10/29/2023	Walking/Pedestrian Comment	Sadly, I have never had the opportunity to walk this way. I am new to Pinole and the trail collapsed shortly after I moved here. I am looking forward to adding this to my walking options.	0	0

Created on	Type	Comment	Up Votes	Down Votes
10/29/2023	Recreation Comment	It would be great to have more options here and to make it more cycle friendly. I'd like to do much more via bike (e.g get groceries) but the roads are not too friendly, additional markings would help raise awareness.	1	0
10/29/2023	Bicycling Comment	Please find a way to open up the path past the i80. It would also be nice to be able to cross the creek here to be able to turn back but still have variety.	0	0
10/29/2023	Bicycling Comment	Please add additional bike racks and bike lanes. This would encourage many to get on their bikes to do chores like small grocery shops. Obvious security cameras over the bike storage would be great too.	2	0
10/29/2023	Walking/Pedestrian Comment	Paving this trail would be helpful to many less agile groups. Also there are some people that hang around with their large dog off leash by the care centre, it can be a little intimidating.	0	2
10/29/2023	Work/Commute Comment	Too many cars speed around here, using Tennent, Orleans, La Salle and Calais like a speed circuit. I've seen motorbikes doing wheelies, and high power cars racing. It is dangerous for pedestrians, cyclists and animals. Maybe speed bumps would help?	0	0
10/29/2023	Walking/Pedestrian Comment	Please repair the trail.	3	0
10/29/2023	Bicycling Comment	It would also be great to be able to access the shops that are the other side of the i80 from an extended trail.	1	0
10/30/2023	Walking/Pedestrian Comment	When crossing the street from the bank side to the Tina's side, cars turning left onto northbound SP Ave don't always see pedestrians waiting to cross or in crosswalk because we are in blind spot of car cause by the left support for the windshield.	1	0
10/31/2023	Traffic Safety Comment	Signage for railroad crossing should be farther back so people know to expect train tracks.	0	0
10/31/2023	Recreation Comment	Maintenance is needed along bay trail. Trees block wayfinding signage. Baytrail is currently blocked by a landslide. Other routes are needed for people to get around, or the trail should be cleaned up so people can use it.	3	0

Created on	Type	Comment	Up Votes	Down Votes
10/31/2023	Recreation Comment	Bay trail has not been repaired. That needs to be a priority. The trail is closed.	3	0
10/31/2023	Recreation Comment	Bay trail is the best/only way to get to EB regional park, trail is still broken/washed out.	2	0
10/31/2023	Recreation Comment	Pinole shores - no reception, trail is kind of bumpy, no lighting, no wayfinding.	1	0
10/31/2023	Kids/School Comment	Issues with special education kids on buses. Pick up/drop off at Hercules. People drive/parkin in the bike lane.	0	0
10/31/2023	Walking/Pedestrian Comment	pedestrian blink light on Quinan.	0	0
10/31/2023	Walking/Pedestrian Comment	Usable crosswalks on San Pablo and Tennant.	0	0
10/31/2023	Walking/Pedestrian Comment	Weeds/foliage taking over the sidewalks. Some missing sidewalks.	0	0
10/31/2023	Bicycling Comment	Corridor here on Marlesta Ct. Good biking route.	1	0
10/31/2023	Bicycling Comment	Sprouts, under freeways to Trader Joe's is dangerous -- bike lane would be helpful.	5	1
10/31/2023	Traffic Safety Comment	Turning into shopping center -- dangerous for pedestrians and drivers.	0	0
10/31/2023	Bicycling Comment	Pinole valley road -- I ride on the sidewalk during rush hour when traveling past the freeway entrances.	1	0
10/31/2023	Walking/Pedestrian Comment	Challenging to run/walk around TJs parking lot. *Comment seconded by another participant.	0	0
10/31/2023	Bicycling Comment	*Comment seconded by another participant.	0	0
10/31/2023	Recreation Comment	Wildcat canyon is closed and needs to be repaired.	0	1
10/31/2023	Walking/Pedestrian Comment	Pinole Valley Road -- Large intersections are challenging to cross. At the large intersections, cars don't look for pedestrians.	2	0
10/31/2023	Walking/Pedestrian Comment	Crosswalk at 2801 pinole valley road -- lot of people cross here because the library crosswalk is too far away. Mid-block crosswalk, RRFB preferred.	1	0
10/31/2023	Bicycling Comment	At Julia and Helena Courts, road narrows -- very dangerous for bikes.	4	1

Created on	Type	Comment	Up Votes	Down Votes
10/31/2023	Bicycling Comment	Pinole Valley Road protected bikeway. * Comment seconded by another participant.	6	0
10/31/2023	Bicycling Comment	Bike lockers needed at San Raefel/Richmond Bridge.	0	0
10/31/2023	Walking/Pedestrian Comment	RRFBs are need at major midblock crossings, schools and any future crossings.	1	0
10/31/2023	Walking/Pedestrian Comment	San Pablo crossings, narrow sidewalks, some crossings at senior center. Appian way looks neglected.	1	0
10/31/2023	Bicycling Comment	Bike racks at major destinations. Pinole valley shopping center, downtown, parks.	5	0
10/31/2023	Bicycling Comment	Attempt to cut u-lock at Fernandez park.	0	0
10/31/2023	Recreation Comment	Update Fernandez park.	0	0
10/31/2023	Bicycling Comment	A lot of bicyclists take Alhambra.	0	0
10/31/2023	Bicycling Comment	More off street paths.	0	0
10/31/2023	Bicycling Comment	Wayfinding to help cyclists navigate without GPS. Signs with directional arrows and at strategic intersections. *Cyclist was referencing AIDS lifecycle bike ride where temporary signage was in place along the 500-mile ride from SF to LA. Felt that signage was very effective, so much so that cyclists barely had to use GPS.	0	0
10/31/2023	Bicycling Comment	Signage to help cyclists navigate without GPS. Signage with actual directional arrows and at strategic intersections. *Cyclists was referencing the AIDS life cycle ride from SF to LA where temporary signage was so good that cyclists barely had to use GPS.	0	0
10/31/2023	Bicycling Comment	Wayfinding that helps bicyclists navigate without GPS. Signage with actual directional arrows and at strategic intersections.	0	0
10/31/2023	Bicycling Comment	Would like to see more bicycle way finding, like showing specific bike routes/mileage to destinations.	0	0
10/31/2023	Bicycling Comment	Maps of bike trails, online map of bike network.	0	0
10/31/2023	Bicycling Comment	Parking protected bike lanes are the way to go -- safe for kids, people can still park.	5	0

Created on	Type	Comment	Up Votes	Down Votes
10/31/2023	Walking/Pedestrian Comment	I mostly walk with family. I don't walk to school, I don't feel safe walking without my phone. *Youth comment.	0	0
10/31/2023	Traffic Safety Comment	Want complete streets for San Pablo Ave through old town!!	2	0
10/31/2023	Walking/Pedestrian Comment	Very dangerous for pedestrians on San Pablo Ave at Pinole Valley Roda and in front of EB coffee.	3	0
10/31/2023	Walking/Pedestrian Comment	Elevated crosswalks are good -- they make vehicles slow for peds. Downtown along Tennant Street. Adding some kind of medians and trees would slow down cars and also look nice.	2	0
10/31/2023	Traffic Safety Comment	Pinole valley road most dangerous under highway interchange. City hall, schools, amenities.	1	0
10/31/2023	Bicycling Comment	Green painted bikes lanes on Pinole Valley Road in areas without bike lanes. Protected bike lanes would make riding with kids safer. I mostly bike for recreation -- I take my kids to Richmond area to bike, but I bike without my kids in Pinole. I don't feel safe biking on Pinole Valley Road with kids. There are some areas on PVR without bike lanes.	4	0
10/31/2023	Work/Commute Comment	I sometimes ride the bus to school. Not a lot of transit stops near me, low bus frequency, stops need more shade.	0	0
10/31/2023	Walking/Pedestrian Comment	I like to walk to Hercules to go on their trails. Sometimes there aren't sidewalks for me to walk on (in Hercules)	0	0
10/31/2023	Traffic Safety Comment	Want updates on RR bridge.	1	0
10/31/2023	Bicycling Comment	Recreational cyclists take up the roadway -- makes it hard for emergency vehicles who stop more slowly. Education needed for cyclists on the laws of the road/how to use new infrastructure, aimed at recreational cyclists.	0	5
10/31/2023	Bicycling Comment	Class I paths that allow multiple people to walk + bike along side eachother.	0	0
11/1/2023	Traffic Safety Comment	I'd prefer speed bumps, too, since people don't pay attention to signs but will suddenly pay attention if it's going to damage their car.	0	2

Created on	Type	Comment	Up Votes	Down Votes
11/1/2023	Bicycling Comment	Dedicated bike infrastructure is not strictly needed past this point, as pretty much only recreational cyclists go any further out of town. However, shoulder improvements to give more space to cyclists would be good, as well as clearing brush that creeps out into the roadway.	4	0
11/1/2023	Bicycling Comment	Especially westbound at this spot, where the de facto bike lane suddenly turns into street parking with no accommodation for cyclists.	2	0
11/2/2023	Bicycling Comment	Sarah Dr. seems impractically steep for a children's bike lane. Plus, when I ride this road, there is very little car traffic. Absolutely agree on the Appian section, though!	0	0
11/2/2023	Bicycling Comment	Not all of Tara Hills Dr. needs protected bike infrastructure, but the first couple blocks off Appian would be really helpful to help cyclists navigate the hill, the gas station, and the commercial buildings.	4	0
11/2/2023	Bicycling Comment	I don't think paint would be needed to make this a bikeway. Just make it not so difficult to get through the gate at the top of the hill to get to Big O Tires.	0	0
11/2/2023	Walking/Pedestrian Comment	These crosswalks need signals. I have seen too many people almost get hit, and morning/evening sun glare makes it difficult for drivers to even see pedestrians. With more development and housing coming to San Pablo Ave., the speed limit should no longer be in the 40s.	0	0
11/2/2023	Walking/Pedestrian Comment	These crosswalks need signals. I have seen too many people almost get hit, and morning/evening sun glare makes it difficult for drivers to even see pedestrians. With more development and housing coming to San Pablo Ave., the speed limit should no longer be in the 40s.	1	0
11/2/2023	Walking/Pedestrian Comment	These crosswalks need signals. I have seen too many people almost get hit, and morning/evening sun glare makes it difficult for drivers to even see pedestrians. With more development and housing coming to San Pablo Ave., the speed limit should no longer be in the 40s.	1	0

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11/2/2023	Walking/Pedestrian Comment	These crosswalks need signals. I have seen too many people almost get hit, and morning/evening sun glare makes it difficult for drivers to even see pedestrians. With more development and housing coming to San Pablo Ave., the speed limit should no longer be in the 40s.	0	0
11/2/2023	Walking/Pedestrian Comment	These crosswalks need signals. I have seen too many people almost get hit, and morning/evening sun glare makes it difficult for drivers to even see pedestrians. With more development and housing coming to San Pablo Ave., the speed limit should no longer be in the 40s.	0	0
11/2/2023	Bicycling Comment	We need safe bike lanes at least as far down the road as the baseball field.	3	0
11/2/2023	Recreation Comment	Bike path dead ends at the road without any way to safely cross the street to the Fernandez Park trail. Bad for pedestrians and especially bikes.	6	0
11/2/2023	Walking/Pedestrian Comment	Unfortunately this is East Bay Regional Parks' property and they are going through a long drawn-out process with FEMA for the funding. It's embarrassing that this was the one safe bike path from West Pinole into Downtown and that Pinole hasn't built any bike infrastructure along its city streets.	1	0
11/2/2023	Traffic Safety Comment	Daylighting these intersections and removing parking at the corners that hid pedestrians has been a huge improvement here. More physical infrastructure needs to be built to make the entire street slower and safer, but kudos for the improvements of the past year.	2	1

Created on	Type	Comment	Up Votes	Down Votes
11/2/2023	Bicycling Comment	Use WHAT new infrastructure? Cyclists have nowhere to go, especially as the bridge narrows.	1	0
11/2/2023	Bicycling Comment	Bike lanes need visibility and protection leading up to the highway interchange, continuing under the bridge, and getting through the commercial district past the high school. BOTH directions.	4	0
11/2/2023	Walking/Pedestrian Comment	Entrances to this path need better signage and places they can lead to.	0	0
11/3/2023	Bicycling Comment	How can we make this stretch safe for bikes (and pedestrians) when there are so many crazy lane changes for the cars? There's a long-term need to connect this safely to the Hilltop economic centers around Blume Dr. and whatever is built around Hilltop Mall. Any improvements to Fitzgerald should be made with this connectivity in mind.	1	0
11/3/2023	Bicycling Comment	ESPECIALLY with the new housing coming in here, bike lanes are needed. Safe bike access to the restaurants would make a big difference for their business.	5	0
11/3/2023	Walking/Pedestrian Comment	Please put a crosswalk and signs up where the Pinole Creek Trail crosses Henry Ave, so pedestrians can cross safely.	3	0
11/3/2023	Walking/Pedestrian Comment	I like having the option of an unpaved trail on one side of the creek, and paved on the other.	1	0
11/3/2023	Walking/Pedestrian Comment	There should be signs on Pinole Valley Road reminding turning cars to yield to pedestrians in the crosswalk.	3	0
11/3/2023	Bicycling Comment	Open up access through gate to Hercules, which would allow safe low traffic road access to Safeway and other stores	3	0
11/3/2023	Bicycling Comment	Yes, that would be great... but a tunnel under I-80? Not going to happen, and it would turn into a homeless camp	1	0
11/3/2023	Recreation Comment	The City of Pinole has so much forest land here, but there's only one trail. Create a system of trails with some going to the top of the hill and some going across. Some could be bike only, some hike only. So much land, so much potential...	2	0

Created on	Type	Comment	Up Votes	Down Votes
11/3/2023	Bicycling Comment	Yes, the "I-80 Bikeway"... I commute on this to Berkeley and El Sobrante has the worst sections. But it's not Pinole	0	0
11/3/2023	Bicycling Comment	This bridge/trail is a crucial link for connecting Pinole Valley to Fitzgerald and the I-80 bike way. It's not maintained and needs repairs.	2	0
11/3/2023	Walking/Pedestrian Comment	Yes, this trail is a great shortcut to downtown from Linda Heights. Some sort of bike trail along side the steps.	0	0
11/3/2023	Recreation Comment	Great spot for a playground, with bay views and shade	1	0
11/3/2023	Walking/Pedestrian Comment	Connect the east and west side trails so you can loop around instead of just going out and back.	1	0
11/5/2023	Traffic Safety Comment	Cars routinely run this stop sign, sometimes ant high speed, and/or don't yield to pedestrians in the crosswalk.	5	0
11/5/2023	Walking/Pedestrian Comment	There are no curb cut outs on the cul de sacs on this side of Pinole Valley Road. This forces individuals to go around the entire cul de sac if they aren't able to step down.	1	0
11/6/2023	Walking/Pedestrian Comment	This repair should be a priority, It is far safer than the opposing stretch of San Pablo Avenue	0	0
11/6/2023	Bicycling Comment	Yes, there is no safe (protected) way for kids to ride their bikes from the neighborhoods to school (Ellerhorst). Need safer protected bike lane on Pinole Valley Rd.	1	0
11/6/2023	Walking/Pedestrian Comment	At night there are not enough street lights to illuminate the intersection of Wright and Pinole Valley Rd. It is very unsafe for pedestrians.	0	0
11/6/2023	Walking/Pedestrian Comment	Need to connect pedestrian paths from one side of Tennent to the other via dedicated crosswalk and wayfinding signage.	1	0
11/6/2023	Recreation Comment	Absolutely agree. There needs to be a dedicated crosswalk here.	2	0
11/6/2023	Walking/Pedestrian Comment	It is a travesty that this has not been repaired yet. This is a main pedestrian thoroughfare.	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/7/2023	Recreation Comment	A road diet on PVR (one lane in each direction with a center turn lane) would result in traffic calming and a lower stress neighborhood for residents in the valley.	2	1
11/7/2023	Bicycling Comment	Good point. Kids (and parents) should be able to safely walk and roll to school. A road	1	0
11/7/2023	Bicycling Comment	Well said. Easy commute to downtown should be better than feasible. It should safe and enjoyable. How can we get there?	3	0
11/7/2023	Traffic Safety Comment	Yes, let's calm the traffic on PVR!	0	0
11/7/2023	Bicycling Comment	We all complain about the car traffic at PVHS during pick-up / drop off times. Why don't students bike to school? Because there are no bike lane and it's unsafe. Of course we need bike lanes if we want to reduce congestion.	2	1
11/7/2023	Bicycling Comment	Yes! And probably quite a shock for the car driver to find themselves in a lane that goes from 16' wide to 9' wide in a short distance on a blind curve. God help the cyclist.	1	0
11/7/2023	Walking/Pedestrian Comment	Yes. A road diet on PVR would make this so much easier to cross for peds. It would be great if were safe for students to walk to Pinole Valley High School.	1	0
11/7/2023	Work/Commute Comment	Yes to that. Of course it should be safe for students to walk and roll to school. I'm sure they would prefer that to being part of the car traffic. Let's hear what they have to say.	0	0
11/7/2023	Bicycling Comment	Yes. a protected bikeway on PVR would make make it so much safer for residents in the valley to bike downtown.	5	0
11/7/2023	Walking/Pedestrian Comment	It sure does. Let's make a park!	0	0
11/7/2023	Bicycling Comment	You should join Pinole's Transportation and Pedestrian Safety Committee. There's an opening!	0	0
11/7/2023	Walking/Pedestrian Comment	So well said. Let's see some traffic calming in Pinole and enjoy a more liveable / low stress community.	1	0
11/7/2023	Bicycling Comment	Let's make sure this makes it's way into Pinole's Active Transportation Plan.	1	0
11/7/2023	Bicycling Comment	Me to.	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/7/2023	Bicycling Comment	Agreed. Hope Caltrans is amenable.	2	0
11/7/2023	Bicycling Comment	Or make the path along the creek viable, ie, make it continuous.	2	0
11/7/2023	Work/Commute Comment	Riding the bus to school. What a concept. Well done! If public transit was as convenient as cars the traffic on Pinole Valley could be reduced.	0	0
11/7/2023	Bicycling Comment	Yes! Let's make it safe and intuitive and normal for us residents of Pinole to walk/roll to school and shopping.	2	0
11/7/2023	Traffic Safety Comment	Agree on those dangerous slip turn lane. Maybe this intersection would be safer as a roundabout.	0	0
11/7/2023	Bicycling Comment	So well said. I hope that the Active Transportation Consultants at GHD that Pinole has hired are paying attention to your comments.	1	0
11/7/2023	Traffic Safety Comment	I have a dream!	0	0
11/7/2023	Bicycling Comment	Let's go for a ride sometime and experience this together.	1	0
11/7/2023	Walking/Pedestrian Comment	We love walking on this trail.	0	0
11/8/2023	Walking/Pedestrian Comment	Poor Visibility for motorists. Dangerous crossing for pedestrians	1	0
11/8/2023	Walking/Pedestrian Comment	ADA Access issues	1	0
11/8/2023	Traffic Safety Comment	No right turn on red request	2	3
11/8/2023	Traffic Safety Comment	Timing adjustments for pedestrians needed.	1	0
11/8/2023	Traffic Safety Comment	speeding	1	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	trail needs to be redone	0	0
11/8/2023	Walking/Pedestrian Comment	striping needed	0	0
11/8/2023	Walking/Pedestrian Comment	striping needed	0	0
11/8/2023	Walking/Pedestrian Comment	striping needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA walkway needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA walkway	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and cross walk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and stop sign	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed and stop sign needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Bicycling Comment	We need a dedicated bicycle lane on the northbound side of PVR. It's extremely dangerous for students, adult cyclists and pedestrians travelling on that side of the street.	4	1
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Traffic Safety Comment	stop markings needed	0	0
11/8/2023	Traffic Safety Comment	stop markings needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed and stop markings needed	0	0
11/8/2023	Traffic Safety Comment	no right on red sign. visibility of oncoming vehicles lacking	3	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Bicycling Comment	bike lanes in both directions	2	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramp needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	cross walk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Traffic Safety Comment	A 3 way Stop sign is needed here. Or perhaps 4 way to include the parking lot. Motorists routinely speed along PVR negatively impacting safe access to the park amenities and Ellerhorst. Also, the turn in front of (IFO) the Fire Station creates a visual block creating a safety issue with those speeding cars. A Stop sign at this intersection will have a positive impact of slowing the traffic IFO the park and Ellerhorst.	2	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and stop sign needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Traffic Safety Comment	A sidewalk needs to be installed along the southbound lane between the ball fields and the skate park. Pedestrians, skaters, and cyclists need better protection than what is currently provided.	3	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed. peds are walking in road	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	sidewalk needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and redzone	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalk	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Traffic Safety Comment	unable to see oncoming traffic trough the corner	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and crosswalks	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed and cross walk	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Traffic Safety Comment	PVR from Simas to Shea really needs to be one lane in each direction with a universal turn lane down the middle, with adequate bike lanes on both sides. This will solve many issues, speeding, racing to get to the stop at Simas, provides adequate room for a bike lane and parking, and safe turning for the residents along that section. It may possibly deter some of the commute traffic of motorists using PVR as a highway to and from 80.	3	1
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0
11/8/2023	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/8/2023	Kids/School Comment	High schoolers are parking in the Library parking lot frequently filling it to capacity. This makes access to our already struggling library difficult. I see parents pushing strollers and walking with toddlers from the church parking lot to the library which seems unnecessary and dangerous for them. Some or all of the library parking spaces need to be dedicated strictly to the library and tennis courts.	3	0
11/8/2023	Traffic Safety Comment	The large green utility box and overgrown vegetation on the 80 PVR exit reduces the visibility of oncoming traffic for motorists attempting to turn right (southbound) onto PVR from the W/B 80 exit.	1	0
11/8/2023	Traffic Safety Comment	Overgrown vegetation blocks the view of oncoming traffic at the W/B 80 exit at PVR.	3	0
11/8/2023	Traffic Safety Comment	Correction: It should be "from the E/B 80 exit."	0	0
11/9/2023	Work/Commute Comment	The middle lane going straight from Appian to Pinon across San Pablo Ave often gets blocked by cars going left or right onto San Pablo during the evening commute. This is due to the lanes inefficiently laid out and is especially worse if an accident or other traffic incidents. Want to flag so it won't get worse due to the new senior homes building and other construction, even with the added stop light on Appian.	0	0
11/9/2023	Traffic Safety Comment	An added stop sign or a few speed bumps along Hazel would be helpful to stop cars from speeding to the end of the street.	0	0
11/9/2023	Traffic Safety Comment	This would back up the off-ramp, which is dangerous. I have been rear-ended on this off-ramp when forced to stop at the light. Turning cars MUST yield to pedestrians.	0	1
11/9/2023	Kids/School Comment	This should be a safe routes to school trail and maintained as such. There is a draft Creekside Park plan to help make that happen.	1	0
11/9/2023	Walking/Pedestrian Comment	Pinole Creek Trail near the entrance has uneven pavement and is overgrown with ivy.	0	0
11/9/2023	Bicycling Comment	Super dangerous for cyclists going both directions under the fwy. Need to take the whole lane as there is not enough room for both a car and a bike.	2	1
11/9/2023	Bicycling Comment	Agree. Including green paint and protection would be helpful.	2	0

Created on	Type	Comment	Up Votes	Down Votes
11/9/2023	Walking/Pedestrian Comment	agree. Make the ped crossing light timed to go first before cars. Also, a "no turn on red" sign to protect peds in the crosswalk.	0	0
11/9/2023	Work/Commute Comment	From Tennent to the RR bridge, do a road diet on SP Ave. One lane each direction with a turning lane in the middle, room for parking and possible bike lanes. Marin and Gilman Aves. in Berkeley did this, and it could make a big difference for a safe and livable community, OUR community.	0	0
11/9/2023	Kids/School Comment	We need to get kids who live in the new apts here safely to school, PMS and the Mandarin School. This entire corridor should become a safe route to school.	3	0
11/9/2023	Bicycling Comment	the bike land on Appian Way coming from El Sobrante stops here as it enters Pinole. It should continue all the way to PMS on the other side of the freeway.	2	0
11/9/2023	Kids/School Comment	safe route to school needed from the new development. This needs to be a thoughtful consideration for kids and parents.	1	0
11/9/2023	Walking/Pedestrian Comment	With hundreds of seniors moving onto San Pablo, the sidewalk needs to continue all the way into Old Town. In addition, there needs to be safe way for residents to cross San Pablo without taking their life in their hands.	1	0
11/10/2023	Walking/Pedestrian Comment	Creekside is a perfect place for a linear park -- remove invasive plants, open up the understory and make it feel welcoming. It could be beautiful!	0	0
11/10/2023	Bicycling Comment	A walking/biking overpass over the rail lines here would give access to trails without having to travel down a very dangerous section of San Pablo Ave.	1	0
11/13/2023	Bicycling Comment	This is especially important as the use of electric bikes increases for daily errands. The lack of secure parking for bikes discourages the use of bikes as a mechanism for daily life.	1	0
11/18/2023	Bicycling Comment	Especially if there are going to be apartments built on Fitzgerald, the sidewalk isn't that good and there's no room for a bike, say to Betty Reid soskin or Pinole middle	1	0
11/22/2023	Traffic Safety Comment	Motorist not yielding to peds. @ Wright Ave and Pinole Valley Rd	2	0
11/22/2023	Traffic Safety Comment	Cop trap.	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/22/2023	Traffic Safety Comment	Speeding on Henry Ave. *Comment seconded by another participant.	0	0
11/22/2023	Traffic Safety Comment	Dangerous bottleneck.	2	0
11/22/2023	Walking/Pedestrian Comment	Need ramps for strollers near Pinole Valley Rd.	0	0
11/22/2023	Walking/Pedestrian Comment	Lack of crosswalk when trying to access Adobe Rd.	0	0
11/22/2023	Walking/Pedestrian Comment	Cars don't stop at the Sarita Ct. and Pinole Valley Rd crosswalk.	2	0
11/22/2023	Traffic Safety Comment	Speeding from Hercules to Valley Ave.	1	0
11/22/2023	Traffic Safety Comment	San Pablo Ave resurface from Pinole Shores to Pinole Valley Road.	0	0
11/22/2023	Work/Commute Comment	Tara Hills Drive: look at road diet.	0	0
11/22/2023	Walking/Pedestrian Comment	Path near Adobe Rd and dog park.	0	0
11/22/2023	Traffic Safety Comment	Simas Ave Rt to Pinole Valley (towards west) motorists don't stop.	0	0
11/22/2023	Traffic Safety Comment	Speeding on Estates Ave.	0	0
11/22/2023	Traffic Safety Comment	Pinole Valley Rd at I-80 on-ramps: motorists make right turn without stopping for pedestrians.	1	0
11/22/2023	Traffic Safety Comment	Cars run stop sign, speed, and don't yield to pedestrians every time I use the crosswalk.	1	0
11/22/2023	Recreation Comment	Would like to see the city allow the Garden Club to plant more trees. City should do maintenance/care for trees.	1	0
11/22/2023	Walking/Pedestrian Comment	Add crosswalk and flashing light.	0	0
11/22/2023	Walking/Pedestrian Comment	Lots of pedestrians. Slow down cars for safety.	1	0
11/22/2023	Traffic Safety Comment	Reduce speed (Tennent Ave).	0	0
11/22/2023	Work/Commute Comment	Bus doesn't come often enough.	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/22/2023	Recreation Comment	Need scooters.	0	0
11/22/2023	Work/Commute Comment	JPX drops off at Sprouts but difficult to get home (near high school).	0	0
11/22/2023	Traffic Safety Comment	Speeding	0	0
11/22/2023	Walking/Pedestrian Comment	Pinole Shores parking lot camping issue.	0	0
11/22/2023	Traffic Safety Comment	Speeding from Simas to Sta 74.	1	0
11/22/2023	Walking/Pedestrian Comment	Need crosswalk by new building by Pinole Pet Hospital for residents that will live there.	0	0
11/22/2023	Recreation Comment	Existing tunnel for fish passage.	1	0
11/22/2023	Walking/Pedestrian Comment	Many people don't know about the trails. Outreach/education to let them know.	0	0
11/22/2023	Work/Commute Comment	Better connections to neighboring cities.	0	0
11/22/2023	Work/Commute Comment	Improved dial-a-ride service for the elderly, especially to get to the farmers market and surrounding communities.	0	0
11/26/2023	Traffic Safety Comment	The lines on the street are faded and need repainting	2	0
11/26/2023	Traffic Safety Comment	Lines on street need to repainting. Turn lane is nearly invisible	1	0
11/26/2023	Traffic Safety Comment	Very dangerous deer crossing. I've seen deer get hit and cars slam on brakes to avoid deer. Needs more deer warning signs and maybe a flashing light.	0	0
11/26/2023	Traffic Safety Comment	People run this stop sign and risk hitting kids going to school. Recommend kid crossing signs.	0	0
11/30/2023	Walking/Pedestrian Comment	Please repair/upgrade the bridge between the Senior Center and Fernandez Park. It is unsafe to walk across due to the poor condition of many of the wood planks.	0	0
11/30/2023	Walking/Pedestrian Comment	Please post and ENFORCE a ban on motorized vehicles - including e-bikes and e-scooters - on the Pinole Creek Trail. They are very dangerous for pedestrians, especially children.	0	0

Created on	Type	Comment	Up Votes	Down Votes
11/30/2023	Bicycling Comment	Bicyclists consistently fail to stop at this stop sign, putting themselves and others at risk. This is true at many other intersections, as well. Educating bicyclists about the need to obey traffic laws and ticketing those who do not would be helpful.	0	0
12/7/2023	Walking/Pedestrian Comment	At 3:30 pm on 12/7 a gold sedan with the last three digits of the license plate being 911 turned right from Pinole Valley Road onto San Pablo Ave and almost hit me as I was in the crosswalk with the Walk sign flashing.	0	0
12/7/2023	Walking/Pedestrian Comment	when turning right to park for bank or Farmer's Market the last cone into Pear street is restrictive. Sticks out too far into street for safely turning car. The other cones OK to slow down.	0	0
12/7/2023	Walking/Pedestrian Comment	This area needs a couple of trees and a couple of benches to sit and enjoy views. It's too barren. and near bathrooms is good for people who can't walk too far.	0	0
12/8/2023	Recreation Comment	The Bay Trail is a safe pathway along Pinole and extends all the way into Rodeo. Motorized scooters and skateboards are a wonderful alternative mode of transportation. They should be allowed on the trail.	3	0
12/9/2023	Traffic Safety Comment	This median is a hazard. At night it is completely invisible. It should be removed or properly marked with reflectors. I looked back through the years on Google maps and discovered it used to have a reflective traffic post on it. Do better Pinole.	0	0
12/21/2023	Traffic Safety Comment	Same sentiment as previous two comments regarding this dangerous intersection.	1	0
12/21/2023	Walking/Pedestrian Comment	No street lights. No to low visibility for pedestrians and cars.	0	0
12/22/2023	Traffic Safety Comment	Multiple street lights out on this street; it's super dark after dark; can we get these fixed?	0	0
12/22/2023	Traffic Safety Comment	People come zooming down this hill at 35mph+ around this corner. Car accidents have happened. There are kids in this neighborhood. Could we get either speed bumps or at worst, some of the Botts dots rumble strips put in to try to encourage folks to SLOW DOWN!	0	0

Created on	Type	Comment	Up Votes	Down Votes
12/22/2023	Traffic Safety Comment	I hate to say it, but this intersection may be due for traffic light control.	0	0
12/22/2023	Bicycling Comment	There needs to be a proper bike lane down PVR from at least Simas through the underpass and down to Tennent and beyond, really.	1	1
1/5/2024	Bicycling Comment	Opening up this public utility easement to pedestrians/bikes would be inexpensive and significantly improve the connectivity between these two neighborhoods. It would also provide an alternative and safe route to from Pinion Ave to downtown Pinole/Bay trail without having to walk or bike on San Pablo Ave. A slight reduction of pedestrians crossing San Pablo Ave may slightly improve traffic. Total walking distance to downtown pinole is reduced.	0	0
1/5/2024	Bicycling Comment	Opportunity to improve trail	0	0
1/17/2024	Recreation Comment	By "calming traffic" you mean create a traffic jam. Albany did the same thing several years ago and most residents dislike it.	0	2
1/17/2024	Bicycling Comment	PVR is a major thru-way and is already too narrow. Plus Cyclists are notorious for not follow the rules of the road. Too often the blow by stop signs, and traffic lights.	0	0
1/17/2024	Bicycling Comment	PVR is a major thru-way for the southern part of the City, and is already too narrow, especially since the southern section is designated for development. Adding bike lanes will create more congestion along PVR.	0	0
1/17/2024	Traffic Safety Comment	PVR is a major thru-way for the southern part of the City, and is already too narrow, especially since the southern section is designated for development. Adding bike lanes will create more congestion along PVR.	0	2
1/17/2024	Bicycling Comment	PVR is a major thru-way for the southern part of the City, and is already too narrow, especially since the southern section is designated for development. Adding bike lanes will create more congestion along PVR.	0	0
1/17/2024	Traffic Safety Comment	What do you want to do, condemn property and add a bike lane?	0	0

Created on	Type	Comment	Up Votes	Down Votes
1/17/2024	Traffic Safety Comment	What do you want to do, condemn propertu to add a bike lan	0	1
1/17/2024	Work/Commute Comment	Students should stick to the sidewalks and use the crosswalks instead of jaywalking to cross the street.	0	0
1/17/2024	Bicycling Comment	PVR is a major thru-way for the southern part of the City, and is already too narrow, especially since the southern section is designated for development. Adding bike lanes will create more congestion along PVR.	0	3
1/17/2024	Walking/Pedestrian Comment	This isvan enforcement issue. People should use the crosswalks and not jaywalk.	0	0
1/17/2024	Bicycling Comment	This is an enforcement issue. People should use the crosswalks instead of jaywalking across a busy road.	0	0
1/17/2024	Bicycling Comment	PVR is a major thru-way for the southern part of the City, and is already too narrow, especially since the southern section is designated for development. Adding bike lanes will create more congestion along PVR.	0	1
1/17/2024	Bicycling Comment	It would help if cyclists didn't blast through red lights.	0	1
1/17/2024	Bicycling Comment	PVR is a major thru-way for the southern part of the City, and is already too narrow, especially since the southern section is designated for development. Adding bike lanes will create more congestion along PVR.	0	1
1/17/2024	Bicycling Comment	PVR is a major thru-way for the southern part of the City, and is already too narrow, especially since the southern section is designated for development. Adding bike lanes will create more congestion along PVR.	0	2
1/17/2024	Walking/Pedestrian Comment	This crosswalk is extremely dangerous because the cars speed and the trees act as blinders for someone coming from SPA where they cannot see that someone is waiting to cross the street from the bridge side. There should be a buffer of some sort of lights or speed bumps on either side leading up to this crosswalk. I'm always afraid someone on wheels crossing the pedestrian bridge can't stop in time and could roll right into the street.	1	0

Created on	Type	Comment	Up Votes	Down Votes
3/7/2024	Traffic Safety Comment	Speed bumps to prevent speeders especially where the park and school is located. It is too dangerous to even cross the street. I live on this street and I can hear cars speeding through every night.	0	0
3/14/2024	Bicycling Comment	A bike lane	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Traffic Safety Comment	Stop signs	0	0
3/14/2024	Traffic Safety Comment	stop sign	0	0
3/14/2024	Traffic Safety Comment	stop sign	0	0
3/14/2024	Traffic Safety Comment	stop sign request	0	0
3/14/2024	Traffic Safety Comment	make into a threeway stop. visibility is low for oncoming vehicles.	0	0
3/14/2024	Traffic Safety Comment	visibility of oncoming vehicles is difficult. ramps too far back creating poor visibility.	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Traffic Safety Comment	poor sight visibility due to parked vehicles	0	0

Created on	Type	Comment	Up Votes	Down Votes
3/14/2024	Traffic Safety Comment	request for a dedicated left turn light to make turning safer	0	0
3/14/2024	Walking/Pedestrian Comment	Sidewalk Missing would be great if installed for better walkability.	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	sidewalk needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	sidewalk missing	0	0
3/14/2024	Walking/Pedestrian Comment	sidewalk missing	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0
3/14/2024	Walking/Pedestrian Comment	ADA Ramps needed	0	0

Created on	Type	Comment	Up Votes	Down Votes
3/14/2024	Walking/Pedestrian Comment	sidewalk missing	0	0
3/14/2024	Walking/Pedestrian Comment	sidewalk	0	0
3/22/2024	Bicycling Comment	Absolutely agree, protected ed bike lanes would greatly improve the safety, environment, and economy of this corridor.	0	0
3/24/2024	Traffic Safety Comment	Car drivers not yielding to pedestrian , especially on the right turning lanes.	1	0
3/24/2024	Bicycling Comment	Absolutely agree if Pinole Valley Road gets protected bike lane all the way to downtown it would be amazing for the environment with less car traffic. Also there's plenty of room for bike lanes especially along Pinole Valley Park. I mean there are 3 parking lots for cars so taking on street parking shouldn't be a problem.	2	0
3/25/2024	Walking/Pedestrian Comment	It would be nice to make more of this connection between Pinole vista and hilltop green	2	0
4/4/2024	Bicycling Comment	Dedicated & safe bike infrastructure on San Pablo Ave all the way through Pinole needs to be a top priority. Except for the Bay Trail, San Pablo Ave is the only continuous, non-freeway corridor east-west through Pinole, and as the ongoing year and a half-long closure of the Bay Trail due to a landslide has shown that one single route is not adequate.	1	0
4/4/2024	Bicycling Comment	Continuous protected bike infrastructure is needed in each direction through this freeway interchange and past the on/off ramps.	1	0
4/4/2024	Bicycling Comment	Continuous protected bike infrastructure is needed in each direction through this freeway interchange and past the on/off ramps.	2	0
4/4/2024	Bicycling Comment	Continuous protected bike infrastructure is needed in each direction through this freeway interchange and past the on/off ramps.	2	0
4/4/2024	Bicycling Comment	This trail needs to be repaired & widened for safer usage by bike riders and pedestrians. It also needs lighting for travel after dark.	2	0
4/4/2024	Bicycling Comment	Continue the creek trail to and past I-80 for bike/walk access and connectivity.	0	0

Created on	Type	Comment	Up Votes	Down Votes
4/4/2024	Bicycling Comment	Repair and widen the creek trail to improve bike/walk access and safety. Also add lighting for improved use after dark.	1	0
4/4/2024	Bicycling Comment	Repair and widen the creek trail to improve bike/walk access and safety. Also add lighting for improved use after dark.	1	0
4/4/2024	Bicycling Comment	Neighborhood bike routes with consistent traffic calming standards like speed humps every block and traffic circles at intersections can help keep speeds low and improve safety & comfort for users.	1	0
4/4/2024	Bicycling Comment	I know there is already a bridge replacement / widening in the works here, but please make sure it includes protected bike lanes and not just painted stripes. It would be frustrating to put so much work and money into the project to have it be already out of date upon completion.	0	0
4/4/2024	Bicycling Comment	A more seamless connection between Pinole Valley Rd and the creek trail is needed here, serving bike traffic in both directions.	1	0
4/4/2024	Bicycling Comment	Either widening or creating a separate jogging path here would be helpful. It's a popular trail which is great but not wide enough to handle all of the various uses it is currently getting.	1	0
4/4/2024	Bicycling Comment	Install dedicated BikeLink e-lockers at this parking lot. People could then park here securely then visit destinations throughout the downtown area.	2	0
4/4/2024	Bicycling Comment	Install BikeLink e-lockers at City Hall. These could be used by staff during the day, encouraging more people to try biking for their commute, and then by participants at city meetings in the evening. El Cerrito, Richmond, and other Contra Costa cities already have these at their city offices.	1	0
4/11/2024	Bicycling Comment	A bike path here wrapping around the hill and connecting to the path behind the bowling alley.	1	0
4/11/2024	Bicycling Comment	Need to connect this bike lane better to the one on the other side of the street	1	0

Created on	Type	Comment	Up Votes	Down Votes
4/11/2024	Bicycling Comment	Posts in the ground here pose a hazard to bike access to this bridge.	0	0
4/25/2024	Traffic Safety Comment	Unsafe conditions during school drop off hours. Congestion here is unavoidable and easing congestion just promotes more vehicle traffic. Since parents are not following traffic signs, outreach from school district, etc and enforcement cannot be 100% available, we need to make it safer for kids who need to get across the street safely. RRFBs, hardened safety devices, and speed tables/raised crosswalks, at a minimum, will help.	0	0
4/25/2024	Bicycling Comment	Safe, separated bike lanes needed here with a road diet. There is plenty of room for improvement and alternative forms of transit to grocery stores and shops are necessary if Pinole is to continue to grow in population.	0	0
4/25/2024	Bicycling Comment	Please consider a separated bikeway on San Pablo or equivalent parallel route. It is one of the rare streets in the area which is less hilly. Most shops on San Pablo have parking lots and more pedestrians and cyclists will only improve the attractiveness of commercial areas. Pinole is a lovely community near many destinations of interest and we would be better served with improving all modes of transit so that residents of Pinole and surrounding areas can safely walk or bike to shops.	0	0
4/25/2024	Traffic Safety Comment	There seems to be something odd about traffic phasing at this intersection and I reported it previously. I hope it is now fixed. Does not seem to be enough time to cross Fitzgerald as a pedestrian from SE corner before SB right turning vehicles get the green arrow. I have gotten stuck here during ped countdownwith my kid in a stroller while vehicles got a green arrow. I checked the ped signal behind me and it was still in countdown mode.	0	0
4/25/2024	Traffic Safety Comment	There have been many accidents due to speeding on this stretch of road - even resulting in cars hitting houses.	0	0
4/25/2024	Traffic Safety Comment	Should make this a 3 way stop to slow down any speedsters - especially since it's only a block away from Ellerhorst Elementary.	0	0
4/25/2024	Bicycling Comment	As do I.	0	0

Created on	Type	Comment	Up Votes	Down Votes
5/6/2024	Traffic Safety Comment	It's even more pronounced on trash pickup day when refuse containers are stored in the traffic lane.	0	0
5/6/2024	Recreation Comment	STILL washed out as of May 2024.	0	0
5/6/2024	Walking/Pedestrian Comment	A pedestrian bulb-out, 'curb extension' would be useful here. When there are many cars parked at the curb, it can be very difficult for drivers to see if there are pedestrians waiting to cross the street, and for pedestrians to see if it is safe to cross.	0	0
5/6/2024	Bicycling Comment	I wish Sarah Dr were viable, but it's so steep uphill that it's a challenge for even experienced adult cyclists. Downhill is even more concerning - fine for someone who knows what they're doing, but unsafe for someone inexperienced and/or with poorly maintained equipment.	0	0
5/6/2024	Traffic Safety Comment	A pedestrian bulb-out here would improve safety. Drivers cannot see pedestrians crossing the street until they have begun their right turn. This intersection also lacks accessible curb cuts.	0	0

Table 2: Public Comments

#	Date	Comment
1	2024	Hello, we are emailing to provide feedback on the Pinole Draft Active Transport plan. We are residents who live near Ellerhorst Elementary and our family and would greatly benefit from a two-way bike path as described in the 'preferred future concept' for Pinole Valley Road (page 49). We need a safe way to bike to the grocery store and for our kids to bike to school. Pinole Valley road currently feels very intimidating to bike on and the community would benefit greatly by making Pinole Valley Road more biker friendly.
2	2024	After reviewing the plan, I think that parts of it will limit or cause additional traffic in already busy roads such as San Pablo Avenue at Tenant and Apian way. Removing the right turn lane will back it up even further. And also, the projected changes on tenant Avenue could remove parking for the homes that live along there, as well as limit activities and parking for the church. And even the city building that is nearby and the homes were there first, so it seems unfair to take away their parking opportunities.
3	10/06/24	Overall, it is a solid plan, highlighting that Pinole can be a highly bikeable city. The small geographic size makes biking a highly competitive transportation option to essential points of interest, such as businesses, schools, parks, public institutions, and other essential amenities. Also, I appreciate the General Plan mentioned, especially the focus on how Pinole's Vision for the future will be more multimodal. It is the essential point of reference to look back on as the backbone of the plan and as a clear vision statement to let local stakeholders know the importance of bike infrastructure and overall making Pinole a more walkable city. I have some feedback that can improve the plan to ensure Pinole has a well-thought-out and developed plan. This will ensure that biking in Pinole in the future is of high quality and comparable to other global cities that are top-tier in cycling, like Amsterdam. Feedback: 1. More Pictures of the Types of Bike Lanes: More pictures would be great to further show the diversity of bike infrastructure, especially for class 4, as it is the most attractive class for cyclists of all levels. I recommend having more pictures of high-quality bike infrastructure in other Bay Area cities, especially in San Francisco, Oakland, Berkeley, Albany, El Cerrito, and Richmond. Other cities in the state, such as Davis and Santa Monica, are even better. And even more so, international examples like the top-tier Dutch bike infrastructure or even the narrow streets of Tokyo, Japan, as a point of reference for creating bicycle boulevards.

#	Date	Comment
		2. Missing Improvements/Details for Pedestrian and Bicycling Infrastructure: - Creating a complete quality sidewalk between Simas Ave and Marinez Ct adjacent to the Skate Park should be mentioned. It's a 2 ½ ft walkway at street level with physical separation, but it's not great to walk on compared to the other side of the Pinole Valley. - The section in the plan showing the current types (lack of) cycling infrastructure needs to include the little trail behind the shopping center along PV that connects to Sarah CT and Pinole Valley High School along the sidewalk. It should also be labeled as a class 1 and is a vital route that helps build a better sense of connectivity, especially for pedestrians in the area. It can also help make Sarah Drive, as you guys identified, a fabulous Bike Boulevard. 3. Further, the importance of how public transit and cycling go well together: Transit was mentioned briefly in the general plan, and a little in the plan was about how this plan can help transit. There should be greater emphasis on how biking can integrate well with regional transit systems, as bikes can solve the last-mile issue that transit has problems with. With our patchwork system in the Bay Area, where transit runs at different frequencies, biking can help bandage the gaps in service. Also, it would be nice to mention transit routes that help connect people in our community to the rest of the Bay Area, such as JPX and the JR, which connect to BART at Del Norte El Cerrito. Another point is that though the Hercules Transit Hub project is currently a work in progress, it should be mentioned as a future top-tier destination for bicycling as it would host the future Amtrak service and even ferry service. As a bonus, it's in the Bayfront neighborhood in Hercules, incorporating new urbanist planning practices that Pinole should adopt. Still, I understand it goes beyond the Active transportation plan's scope. But still worth mentioning. 4. Don't be afraid to use international examples: Not asking for a complete copy and paste of, say, Copenhagen or Amsterdam in bike infrared, but learning from the best and adapting to local conditions can help provide helpful insight on how to make biking a reliable, safe, and fun form of transportation. Throwing in a little American motivational pride in competing with our international competitors in the world of active transportation can be a fun and motivating way to make Pinole and, by extension, our country a genuinely excellent nation. Closing Thoughts: So far, I have a solid plan with a good vision for the future of active transportation for Pinole, and I look forward to the improvements and revisions to ensure that the vision dreamed up becomes a reality. Also, I will keep stressing about looking at places that have created the infrastructure and global examples of high bike infrastructure. But best wishes to you guys for creating this plan.

Table 3: Stakeholder Comments

#	Date	Stakeholder	Comment
1	2024	Community Engagement Committee (CEC)	I'll focus my feedback on the Bikeway Network Plan proposals for Appian Way, Fitzgerald, Pinole Valley Road and San Pablo Avenue as bicycle infrastructure improvements on these roads are called for in Pinole's General Plan, Pinole's Three Corridors Specific Plan and the Countywide Bike Ped Plan. The proposals in the draft ATP for both Appian Way and Fitzgerald are good in my opinion. They improve safety for cyclists without adversely affecting motor vehicle traffic. Pinole Valley Road and San Pablo Avenue are more of a challenge. The proposal for a 2-way cycle track on one side of the road is creative. I assume that this concept edged out the concept that includes a road diet with a bicycle lane on each side because the feedback was more positive for the 2-way cycle track concept. My concern is that the 2-way cycle track concept was preferred because there is the perception that it will have less impact on vehicle traffic, not because it would improve bicycle safety. A 2-way cycle track is not a good fit for a roadway with a high number of driveways and intersections. This concept would result in more danger to cyclists on SP Ave and PVR than the current configuration. Overall, I like this ATP and appreciate all the work that has gone into it. At the same time, I'm concerned about the negative sentiment towards improving bicycle infrastructure that I see expressed in the public's feedback https://pinolespeaks.com/GI4846#tab-50874. I'm concerned that none of the Bikeway Network Plan proposals will be carried out in the near future because of resistance to improvements in bicycle infrastructure. I feel that it's important that the ATP be communicated foremost as a way to provide traffic calming and improved livability for all in our community.

#	Date	Stakeholder	Comment
2	2024	CEC	Thank you for passing this document along and for extending the comment period. While we appreciate the fact that drive lanes with widths of 11 feet in each direction have been included in the preferred future concepts for Appian Way, Pinole Valley Road, San Pablo Avenue, and Tennent Avenue, I would like to reiterate WestCAT's concerns about some of the drive lane widths proposed for other arterial streets that our WestCAT buses navigate. In particular, the absence of drive lanes wider than 10 feet 6 inches in the preferred future concepts for Fitzgerald Drive (where we currently operate routes JPX, 16, and 19) and Tara Hills Drive (where we have operated service in the past and where there might be demand for service in the future) would create more dangerous conditions for our buses, whose widths range from 10 feet 4 inches to 10 feet 8 inches and which may be forced to occupy multiple lanes at the same time if these preferred future concepts are implemented without modification. To be clear, we understand, acknowledge, and affirm the critical importance of limiting the width of drive lanes as a traffic calming measure to promote the safety and comfort of cyclists, pedestrians, and the public at large. With that said, to ensure safe navigation by our WestCAT buses, we are requesting that those arterial street segments which serve our bus routes retain at least one drive lane in each direction with a minimum width of 11 feet, and we recommend that such lanes be allocated our preferred width of 12 feet when possible. Thank you for your attention to and careful consideration of our concerns.

3	2024	CEC	Kindly see comments on the draft ATP below. Comments: Page 46: Figure 6 Bikeway Network Plan Map - Public schools legend is duplicated. San Pablo Ave shows proposed class 4 in its entirety and there's no proposed designs for other segments other than between Fernandez Av and Pinole Valley Rd. What would it look like for other areas of SPA? Are there areas with more limited space and if so, what's the plan for that? Page 50: Figure 13 total width from sidewalk to sidewalk adds up to 76' and figure 14 total width from sidewalk to sidewalk adds up to 75'. There seems to be a 1' differential based on the concepts. Page 58: Grammar, says shirt list instead of short list. Recommendations: Refer to NACTO and CALTRANS design guidance for local installations Proposed bikeway map. Pink lines in Pinole, are they good quality lane facilities? To make it low stress it should be below a certain level, refer to design guidelines to do so. • Great that there are some commitments on freeway interchanges, Delta, need some more commitments of low stress routes in between, there are neighborhoods without paths. There are groups trying to differentiate between Class III and BIke Blvd and we'd like to see a commitment from Pinole to a low stress and all ages facilities. Class IIIB are higher levels of traffic calming • We want you to identify in this plan class 3b facility types that incorporate higher levels of traffic calming to enable all ages and abilities. Bike Parking is important, here's a link from Evemeryville as model policy. Emeryville's citywide bicycle parking ordinance and guidelines were updated within the past year and referenced best practices from several cities around the country including accommodations for ebikes and cargo bikes: https://www.ci.emeryville.ca.us/DocumentCenter/View/15108/Item-81-Attachment-1---Redline-version-of-proposed-revised-Regs (pages 62-68) There is more to good bike parking policy than just what's indicated in the Emeryville code here, but this is certainly a good place to start.

			In regards to the comments below which were previously shared... Even if it's not a requirement, it should still be a priority and we want to see that in the plan. From previous emails: Bikeway typology design decisions need to be based on this in order to provide safe and accessible facilities. We appreciate that multiple bikeway options are being offered for our input, but certain alternatives are not appropriate for the context and should not even be considered. Instead, we recommend that Pinole use a standard like NACTO's Contextual Guidance for Selecting All Ages & Abilities Bikeways. And the Caltrans Complete Streets: Contextual Design Guidance. Under the NACTO guidance any multi-lane street with a posted speed of 25 mph or above, or a single lane street with a 25 mph speed limit and 6k or higher daily car volume should only be considered for a Class IV separated bikeway facility. Under the Caltrans guidance any street signed at 35 mph or above or any street with 6k or more daily vehicle trips definitely needs a Class IV separated bikeway. And many streets 25 mph and above, or 3k car trips and above, should also be considered for Class IV separated bikeways. So if a goal of the Walk & Roll Pinole plan is to create a bike network that is accessible to all ages and abilities, then the options for treatments on major corridors have to be limited to those that are in alignment with this goal. Several of the alternatives offered for community feedback are not in alignment, and should not be considered. Going beyond the bikeway typology, individual design decisions also play a role in how safe and comfortable a facility is as well. And for these purposes we also recommend referring to the same standards from NACTO and Caltrans in order to inform decisions like bikeway widths, travel lane widths, and other features. For a number of the corridor alternatives we were asked to provide input on, none of them fully met the recommended design standards. But we were able to combine features from several of the alternatives to come up with other options that were more in alignment with design standards. If you would like us to share our alternatives with you please let me know, but otherwise we are reluctant to choose a favorite and endorse an option that is further from the recommended design standard. Below are notes with the justifications and references for lane widths and bikeway types each of the segments based on the Caltrans Complete Streets Design Guidance document, and the Caltrans Class IV Separated Bikeway Design Guidance document. Most of the bikeway widths are recommended minimums, but in each of the examples I was able to make a separated bikeway work within the standards, except for Fitzgerald Drive for which the separated bikeways are each a 1/2 foot below the minimum recommendation.

#	Date	Stakeholder	Comment
			Appian Way. 64 foot right of way - 1 foot gutter pan? Signed at 35 mph - 10.5 width lanes appropriate per Caltrans complete streets DIB. Minimum 6 foot bikeway width between curbs with a raised island (not including 1 foot gutter) per Caltrans complete streets DIB. Fitzgerald Drive. 96 foot right of way - 1 foot gutter pan?. If above 6k vehicles/day then needs Class IV separated bikeway per Caltrans complete streets DIB. Signed at 30 mph - 10.5 width lanes appropriate per Caltrans complete streets DIB. 5.5 foot bike lane width, minus 1 foot gutter pan, is 4.5 feet, less than 5 foot minimum between curb and buffer per Caltrans complete streets DIB - look for opportunities to reduce travel lanes or turn lane further to widen bikeway to 6 feet Pinole Valley Rd. 74 foot right of way - 1 foot gutter pan? Signed at 30 mph - 10.5 width lanes appropriate per Caltrans complete streets DIB. Minimum 5 foot bikeway width between curb and buffer (not including 1 foot gutter) per Caltrans complete streets DIB - 3 foot minimum buffer required next to parking per Caltrans Class IV bikeway guidance DIB. San Pablo Ave. 76 foot right of way - 1 foot gutter pan? Signed at 25 to 35 mph - 10.5 width lanes appropriate per Caltrans complete streets DIB. Minimum 10 foot bikeway width between curbs with a raised island (not including 1 foot gutter) per Caltrans complete streets DIB - 12 to 14 feet preferred. Tara Hills Drive. 76 foot right of way - 1 foot gutter pan? Signed at 30 mph. Minimum 5 foot bikeway width between curb and parking buffer (not including 1 foot gutter) per Caltrans complete streets DIB. Tara Hills Drive. 68 foot right of way - 1 foot gutter pan? Signed at 25 mph - If above 6k vehicles/day then needs Class IV separated bikeway per Caltrans complete streets DIB. Minimum 5 foot bikeway width between curb and parking buffer (not including 1 foot gutter) per Caltrans complete streets DIB. 3 foot buffer width minimum alongside parking, 2 foot buffer width minimum otherwise - per Caltrans Class IV bikeway guidance DIB.

Appendix D

Toolkit

This appendix encompasses the variety of infrastructure projects and programs aimed to improve walking, bicycling, and other non-motorized modes of transportation. The following sections include:

Infrastructure Improvement Types: describes various types of physical bicycle and pedestrian network improvements.

Amenities: presents a menu of options to improve multimodal comfort and connections as well as "best practices" for implementation

Wayfinding: defines the system of navigational signs and markings that inform and guide users along the best route to their destinations and presents a menu of wayfinding options to improve navigation for people walking, bicycling, and rolling.

Recommended Improvements: describes the recommended citywide network of pedestrian and bicycle improvements identify by this Plan.

Infrastructure Improvement Types

Infrastructure improvements are physical changes to the roadway network which facilitate a connected, comfortable, and safe bicycle and pedestrian network.

Infrastructure improvement types for bicycling and walking facilities are described separately in the following sections, except for those facilities that benefit bicyclists and pedestrians equally, like Class I shared-use paths.

Bikeways

Bikeways include on- and off-street bicycle lanes and signed routes, as well as crossing improvements and shared-use paths. Bikeway recommendations, when combined with existing local and regional bicycle facilities, are intended to create a well-connected and low-stress network for people riding bicycles. As future development and additional site and engineering assessments occur, some options may be added, changed, or removed to maximize the low-stress connectivity of the bicycle network. For instance, if further assessment determines that a specific bikeway type is infeasible at one location, it may be shifted to a nearby location or substituted for an alternate, context-appropriate bikeway type. Ultimately, bikeway projects are intended to maximize the vision and goals set forth in this Plan.

Bikeway projects are categorized based on the four classifications recognized by Caltrans, along with several sub-classifications, including:

- Class I Bikeways: Shared-Use Paths
- Class II Bikeways: Bicycle Lanes, which include standard, buffered, and green painted lanes
- Class III Bikeways: signed Bicycle Routes including Bicycle Boulevards
- Class IV Bikeways: Separated Bikeways

The following types of bikeways are recommended throughout the City of Pinole.

Table 1: Bikeway Types

Facility Type	Description	Image
Class I Shared-Use Paths	Class I bikeways (shared-use paths) are exclusive walking and bicycling facilities where motor vehicles are prohibited. The minimum paved width of a two-way Class I facility is 10-12 feet, with 10-14 feet preferred with a minimum five feet of separation from the roadway plus standard shoulder width 2 feet of shoulder width.	 *Source: www.pedbikeimages.org / Dan Burden*
Class II Bicycle Lanes	Class II bikeways (bicycle lanes) are striped lanes for bicyclists that provide a designated space for bicyclists within the roadway, helping to define where motorists and vehicles are. Bike lanes are distinguished using color, lane markings, signage, and intersection treatments. Bike lanes should be 5 feet wide, at a minimum (MUTCD Figure 9C-102(CA)).	 *Source: www.pedbikeimages.org / Dan Burden*
Class II Bicycle Lanes with Green Colored Pavement	Class II bicycle lanes with green-colored pavement increase awareness of vehicles that cyclists may be present and make the bike lane more visible. The green paint can be implemented either along the entire bikeway corridor or in conflict areas, like driveways, turn lanes, and through intersections.	 *Source: www.pedbikeimages.org / Tiffany Robinson*

Facility Type	Description	Image
Class II Buffered Bicycle Lane	Class II bicycle lanes may be buffered to provided visual separation between bicyclists and vehicle traffic and/or parked vehicles. Buffers should be two to four feet from the travel lane and two to four feet between from the parking lane (if present).	 *Source: GHD*
Class III Bicycle Routes	Class III bicycle routes are designated routes for bicyclists within the road network where bicyclists share the road with motorists, indicated by signage or a painted "sharrow". They are most appropriate on lower speed roads. Bicycle routes may feature traffic calming strategies aimed at slowing vehicle speeds. These routes are typically considered "bicycle boulevards" and can be considered near destinations or along routes frequented by vulnerable road users, such as children and families.	 *Source: GHD*
Class IV Separated Bikeways	Class IV separated bikeways are on-street bicycle facilities with a physical barrier, between the bikeway and motor vehicle lanes. Bikeways may be separated by a variety of buffers including bollards, a concrete curb, a parking lane, planters, and more. Separated bikeways may be one-way or two-way. Separated bikeways should be between five to 8 feet between curb to buffer at a minimum for one-way bikeways and nine to 14 feet for two-way.	 *Class IV Separated Bikeway. Source: GHD*

Bicycle Crossings

In addition to bicycle lane and bikeway improvements, crossing and intersection improvements and traffic calming measures can be used to enhance safety throughout the bikeway network. The following section highlights many, but not all, strategies that may be implemented in Pinole to support existing or recommended bikeways.

Table 2: Bicycle Crossing Improvements

Facility Type	Description	Image
Conflict Markings	Conflict markings are dashed bicycle facility markings where turning motorists cross the bicycle lane. They are most often located at intersections, driveways, and on-ramps.	 *Source: www.troutdaleoregon.gov*
Intersection Bicycle Markings	Intersection bicycle markings are dedicated bicycle facilities that continue through an intersection completely and provide a designated space for cyclists through an intersection, increasing awareness of cyclists to drivers.	 *Source: www.pedbikeimages.org / Toole Design Group*
Bike Boxes	Bike boxes designate an area for bicyclists to wait in front of stopped motor vehicles during a red signal phase. Bike boxes provide cyclists with a safe way to be visible to motorists by getting ahead of the queue during the red signal phase and can help facilitate left turns for bicyclists.	 *Source: City of Long Beach*

Facility Type	Description	Image
Bike Ramps	Bike ramps are ramps that allow for smooth bicycle travel between a roadway and an off-street bicycle facility, most often found at the approaches to roundabouts.	 *Source: City of Thornton, CO*
Bicycle Signals/Leading Bicycle Interval	Bicycle signals are traffic signal heads that provide a designated period for bicycles to enter the intersection ahead of, or separately from motor vehicles. Bike detectors would be installed to detect bicycles separately from vehicles, which can also be installed with or without bike signals.	 *Source: www.pedbikeimages.org / Adam Coppola Photography*
Protected Intersections	Protected intersections lower traffic stress by allowing bicyclists to cross one leg of traffic at a time with pedestrians, rather mixing with traffic to access the left turn pocket. They do this by providing a painted or physically protected space at each corner of the intersection for bicyclists to wait for the light. Protected intersections are also recommended where two-way bikeways transition to one-way bikeways .	 *Source: GHD.*

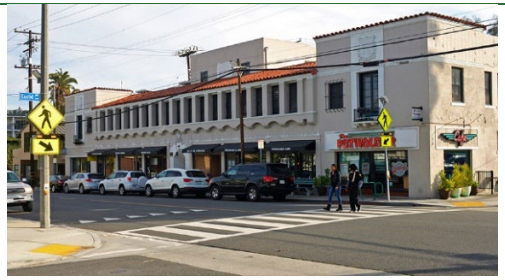
Facility Type	Description	Image
Class I Bikeway Crossings	At-grade Class I bikeway crossings are intersections where a Class I bikeway meets a roadway where bicyclists and motorists share the road.	 *Source: www.pedbikeimages.org / Dan Burden*
Grade-Separated Class I Bikeway Crossings	Grade-separated Class I bikeway crossings are intersections where a Class I bikeway meets a roadway or railroad, and bicyclists are physically separated from other modes by an overcrossing or undercrossing structure.	 *Source: www.pedbikeimages.org / Dan Burden*

Pedestrian Improvements

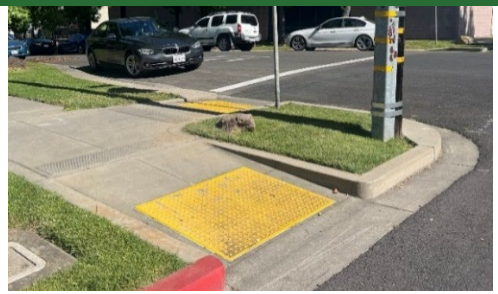
The proposed pedestrian network includes Class I shared-use paths along with sidewalks and spot improvements such as crossings and curb ramps. Pedestrian recommendations are intended to make walking trips safer, more enjoyable, more comfortable, and more convenient for people of all ages and abilities.

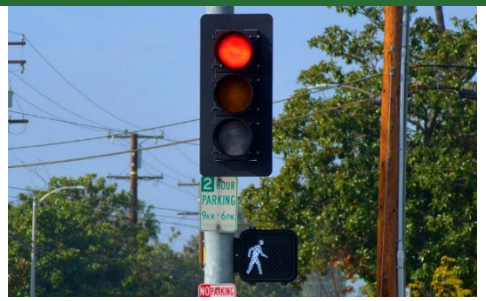
A visual guide to pedestrian infrastructure types has been included below.

Facility Type	Description	Image
Sidewalks and Paths	Sidewalks are paved facilities that provide comfortable walking space separate from the roadway. They are a fundamental element of Americans with Disabilities Act (ADA) compliance.	 *Source: www.pedbikeimages.org / Dan Burden*
Standard or Transverse Marking Crosswalks	Standard or transverse markings crosswalks are two parallel lines indicating the crossing area.	 *Source: www.pedbikeimages.org / Dan Burden*

Facility Type	Description	Image
High Visibility Crosswalk	High visibility crosswalks include bold white bars that run perpendicular to the pedestrian path of travel.	 *Source: www.pedbikeimages.org / Mike Cynecki*
Advance Stop Bar or Yield Markings	Advance stop bar or yield markings include a bold white bar or triangular "shark's teeth" markings 6 to 8 feet in advance of a crosswalk. Controlled intersections utilize the stop bar while uncontrolled intersections utilize the yield markings.	 *Source: www.pedbikeimages.org / Dan Burden*
Rectangular Rapid Flashing Beacon (RRFB)	A RRFB utilizes human-activated flashing lights to provide additional visibility to pedestrian crosswalk signs at unsignalized intersections and midblock crossings, where traffic volumes do not warrant a signal or stop.	 *Source: City of Long Beach*

Facility Type	Description	Image
Pedestrian Hybrid Beacon (PHB)	A signalized midblock crossing stops road traffic as needed to allow for non-motorized crossings of major streets at midblock locations where a beacon is determined to be insufficient. Alternatively, a PHB could be installed. A PHB has yellow flashing lights then provides a red indication for motorized traffic.	 *Source: NACTO*
High Intensity Activated Crosswalk (HAWK)	HAWKs are human-activated crossing signals designed for major, higher capacity roadways. They are comprised of three lights, including two red lights stacked on top of a yellow light, that hang over the roadway much like a traffic signal. When the button is pressed, the two top red lights activate, signaling drivers to stop for crossing pedestrians and bicyclists. When inactive, the single yellow light indicates that drivers should slow their speeds in anticipation of cross traffic.	 *Source: Arizona Department of Transportation*
ADA Compliant Push Buttons	Accessible Pedestrian Signals (APS) are devices with push buttons that incorporate auditory, visual, and tactile indications of the status of pedestrian signals.	 *Source: City of Laguna Niguel*

Facility Type	Description	Image
Americans with Disabilities Act (ADA) Compliant Curb Ramps	Curb ramps are used at street crossings that involve a change in grade to ensure crosswalks are accessible to people using wheelchairs, people with wheeled devices, and people with low or no vision, per ADA guidelines.	 *Source: GHD*
Pedestrian Median Island	Pedestrian median islands provide a safe space for people to cross one side of the road at a time. They help to improve visibility of people crossing to drivers.	 *Source: FHWA*
Curb Extensions	Curb extensions are traffic calming measures that widen the sidewalk at roadway intersections into the parking lane, shortening the street width at crossings.	 *Source: www.pedbikeimages.org / Lara Justine*

Facility Type	Description	Image
Leading Pedestrian Interval (LPI)	Leading pedestrian intervals are signalized intersections with a walk phase that precedes the green phase for motorists by a few seconds, allowing pedestrians to get a head start crossing the street.	 *Source: City of Long Beach*

Traffic Calming

Traffic calming measures reduce motor vehicle speeds to increase safety and improve comfort for nearby pedestrians and bicyclists. Traffic calming measures include speed limit reductions, vertical deflection (speed humps or speed tables), and horizontal deflection (curb extensions, neighborhood traffic circles, chicanes, pinch points, or narrowings).

Facility Type	Description	Image
Neighborhood Traffic Circles	Neighborhood traffic circles are raised islands in residential intersections that help slow traffic on local and collector streets. Neighborhood traffic circles can help make crossings safer for pedestrians, encourage smoother and safer bicycle travel, and clarify right-of-way for all road users along Class III bicycle boulevards.	 *Source: www.pedbikeimages.org / Carl Sundstrom*
Speed Feedback Sign	Speed feedback signs use radar to detect and display the speed of passing cars and are typically sited on roadways with significant speeding concerns.	 *Source: Seattle Department of Transportation*
Speed Humps	Speed humps work to slow vehicles. They are appropriate on neighborhood streets and locations such as schools.	 *Source: Arleta Neighborhood Council*

Amenities

This section of amenities acts as an à la carte menu of potential infrastructure add-ons and specialty items that can be included throughout Pinole's multimodal network, as desired. Each amenity presents an opportunity for improved comfort and convenience for people walking, bicycling, rolling, and taking transit.

The intent of the amenities presented is to have a unified look and feel throughout the Pinole transportation network, emphasizing connectivity. Each pedestrian, bicycle, trail, and transit amenity item below includes an example photo of the amenity as well as a description of its general recommended use and best practices. These recommendations are overarching for the entire network and not for any one segment. These amenities should be considered as the network is developed in new segments and for future upgrades to existing segments.

Additionally, maintaining amenities is important to the overall usability and accessibility of bicycle and pedestrian facilities, including trails. A consideration for the safety of trail users would be to maintain the trail surface for ease of use and to design trails with root barriers to prevent roots from uplifting the paths.

Facility Type	Mode	Description	Image
Bicycle Parking	Bicycle	Bicycle racks at convenient locations provide secure places to park and lock bicycles on a short-term basis. Bicycle parking should be sited at level locations that are highly visible to avoid bicycle theft, as well as complementary to other amenities, like end of trip facilities. Special care should be taken to comply with accessibility requirements and avoid conflicts with motor vehicles, pedestrians, and mobility devices. Providing sanctioned bike parking in the right locations can help avoid bikes locked to objects such as trees, fences, railings, gutters, light poles, signs, and benches, which may cause maintenance or accessibility issues. Most bicycle racks are designed to be durable, and the chosen style of rack should support the bicycle upright by its frame in two places, prevent the wheel of the bicycle from tipping over, enable the frame and one or both wheels to be secured, support bicycles without a diamond-shaped frame with a horizontal top tube, allow front-in parking. A U-lock should be able to lock the front wheel and the down tube of an upright bicycle, and allow back-in parking, and a U-lock should be able to lock the rear wheel and seat tube of the bicycle.	 *Source: pedbikeimages.org / Dan Burden*

		Wheel-bending schoolyard bicycle racks, which can damage bicycles, and "wave" style bicycle racks, which are space inefficient, are outdated rack styles that are not recommended. Additional guidance on bicycle parking and bicycle rack selection may be found in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.	
Bicycle Lockers	Bicycle	Bicycle lockers are boxes that can store one or two bicycles, usually for extended periods of time.	 *Source: TheTransitFanNY, CC BY-SA 4.0 Wikimedia Commons*
Scooter Parking	Micro-mobility	Scooter parking is a dedicated, marked space that can accommodate pedestrians and promote obstacle-free sidewalks.	 *Source: Transportation for America*

End of Trip Facilities	All	Longer distance bicycle commuters may wish to freshen up upon arrival, prior to beginning the day. To further encourage people to bicycle more often, additional amenities should be provided including showers, locker rooms, and bicycle wash stations. These amenities are frequently provided for bicycle commuters through workplace or school facilities.	
Bicycle Repair Stations	Bicycle	From flat tires to adjusting brakes and derailleurs, bicycle riders of all abilities sometimes need to make quick adjustments while out on the trail. Bicycle repair stations include all the necessary tools and equipment for basic bicycle repairs and maintenance. Bicycle repair stations act as a ruggedized bicycle tool "library," designed to withstand both vandalism and the elements, with securely attached tools, stand and often a bicycle pump. Care should be taken when placing bicycle repair stations to avoid areas where vandalism is more likely, and instead placing them in highly visible, well-lit, and accessible locations where bicyclists may easily pull off the trail to make repairs.	

Bicycle Leaning Rails	Bicycle	Bicycle leaning rails allow bicyclists to rest an arm and foot when waiting at signalized intersections along designated bikeways. These amenities encourage more people to bicycle by providing something to hold onto for balance while waiting for the traffic signal. Bicycle leaning rails also encourage proper bicyclist positioning and alignment along multi-use trail crossings, reducing conflict between bicyclists and pedestrians. Bicycle leaning rails are produced by multiple manufacturers and come in a variety of lengths (typically 4' and 8'), finish options, and colors.	
Gateway Monuments	Trail	Gateway monuments are placed at main entrance points, trailheads, and prominent intersections of trails, creating a sense of place for the trail network and its users.	
Trail Maps	Trail	A well-planned and attractive system of destination signs and trail maps can greatly enhance trail networks by orienting users to their location within the community and providing navigational assistance to nearby routes or points of interest. By highlighting connections to other trails or modes of transportation, gateway and trail map signs can encourage more people to walk and bicycle for more trips. These signs can be implemented as a standalone feature at trail entrances or paired with wayfinding signs (described in a later section) along the trail to offer more comprehensive navigational assistance.	

Trail Wayfinding	Trail	Wayfinding signs are small, pole-mounted signs placed along trails and bikeways at intersections or other “decision points” as well as along network segments to confirm time or distance information for active transportation users. Signs typically display destination and directional information, at a minimum, but may also include distance, travel time, and the name of the bikeway, trail, or neighborhood as appropriate.	
Interpretive Signs	Trail	Interpretive signs orient trail users to adjacent natural features, waterways, and local wildlife, building a deeper sense of awareness. Because many of the existing and planned trails follow creeks and natural areas, the City’s trail network presents numerous opportunities for interpretive signage.	
Benches	Trail	Providing seating along trails improves accessibility and comfort for all trail users, and can be especially helpful for children, older adults, and those with mobility challenges. Simple benches can be installed at a moderate cost and require a firm and level area. Many also include an adjacent accessible area where a person in a wheelchair or other mobility device may safely pull off the trail. Paving the area surrounding the bench is common but not required. Where trees do not provide sufficient shade cover, or where protection from weather is also desired, benches can be installed in	 *Source: GHD*

		conjunction with shade structures. The structure adds significant cost and requires more substantial footings but typically does not dramatically increase the footprint of the trailside seating area.	
Picnic Tables	Trail	Like benches, picnic tables provide seating along trails, improving accessibility and comfort for all trail users, and can be especially helpful for children, older adults, and those with mobility challenges. Picnic tables expand the number of uses that can be accommodated along the trail network, like outdoor gatherings, dining, and other activities. Simple picnic tables can be installed at a moderate cost and require a firm and level area. Many are designed to accessibility standards; placement of accessible tables will need to be in an area where a person in a wheelchair or other mobility device may safely pull off the trail.	
Trash Receptables	Trail	Large trash and/or recycling receptacles reduce litter on trails by providing a convenient place for waste disposal. They are moderately inexpensive and require only a small area that is clear and level (while concrete pads are common, they are not necessary). When used in conjunction with dog waste stations (which include small trash receptacles), trash receptacles can be placed slightly further apart on trails. They should also be located to provide for easy maintenance and regular emptying.	

Source: City of Pinole

Dog Waste Stations	Trail	Dog waste stations provide bags and trash receptacles, making it convenient for people walking dogs on the trail to clean up after their pets. They are inexpensive, are typically pole-mounted, and can be placed frequently along the trail to encourage use. Care should be taken that waste stations are placed in locations where they can be maintained regularly.	
Drinking Fountains	Trail	Drinking fountains can improve the quality of experience for trail users on long trips, in hot weather, or where tree cover is sparse. While drinking fountains themselves are relatively small and only moderately expensive, providing an accessible area off the trail to access the fountain increases the required footprint. Drinking fountains require potable water meters, which may not exist along the trail. Meters for drinking water are different from meters used for irrigation of landscaping. If a new water meter is required, significant additional costs are incurred.	

Street Trees	All	Street trees provide numerous pedestrian amenities including cleaner air, enhanced beauty, improved mental health, and strengthened community identity. During hot weather, street trees provide pedestrians with essential shade protection from the sun. Street trees can also improve traffic safety, with studies showing that individual driving speeds are significantly reduced along tree-lined streets in suburban settings[1].	
Parklets	Pedestrian	Pedestrians benefit from places to sit or linger as they travel to and from their destinations. Parklets are a way for the City to partner with nearby local businesses to create additional public space for community use. By converting curbside parking spaces into well designed, landscaped miniature community spaces, communities like Pinole can incorporate additional greenery, seating, and (optional) bicycle racks into their urban fabric. Parklets can be managed through a competitive application process by a city's public works department. Parklets should be a minimum of 6 feet wide, take up at least 1 parallel parking space, have vertical elements to help make them visible to motor vehicle traffic, and have a level transition at the sidewalk/curb to maintain accessibility. Drainage and stormwater runoff should also be considered when siting.	

[1] *https://www.researchgate.net/publication/292767085_The_street_tree_effect_and_driver_safety*

Pedestrian Scale Lighting	Pedestrian	According to the National Highway Traffic Safety Administration (NHTSA), 76% of all pedestrian related fatalities occurred during periods of darkness[2]. To help address this, pedestrian scale lighting provides supplemental illumination for the travel and activities of people, including children, walking, skating, and rolling at night. While pedestrian scale lighting is recommended in all areas where pedestrian activity is prioritized, like sidewalks, pathways, intersections, crossings, and plazas, there are suggested minimum average luminance on these facilities for visibility of pedestrians to drivers and for pedestrians' visibility of their walking, as outlined in the FHWA research report *Street Lighting for Pedestrian Safety*[3]. Pedestrian scale lighting supplements typical roadway streetlights by adding or adjusting the source of outdoor illumination closer to pedestrians, improving visibility of those walking along and across the street and enhancing safety for all road users.	
Bicycle Way Finding	Bicycle	Decision Signs should be placed at the intersection of two or more bikeways to help inform bicyclists of the possible routes connecting to key destinations, like commercial centers, parks, or other bikeways. Turn Signs signal when a bikeway turns from the current roadway onto another roadway. Confirmation Signs let bicyclists and other active users know that they are on a designated bikeway. They can also help bring awareness of the bicycle route for motorists.	**DECISION SIGNS**  Oakland, CA  Concept

[2] *https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/Pedestrian_Lighting_Primer_Final.pdf*

[3] *https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/StreetLightingPedestrianSafety.pdf*

TURN SIGNS

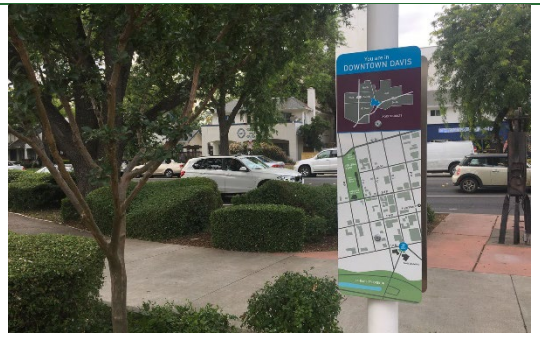


Chicago, IL MUTCD

CONFIRMATION SIGNS



Chicago, IL Oakland, CA

Pedestrian Wayfinding	Pedestrian	Pedestrian wayfinding systems are designed to be informative, providing accurate and understandable information that helps people walking or rolling assess their physical environment and efficiently navigate to their desired destinations. Pedestrian wayfinding systems help people get around a city or neighborhood without their cars, encouraging more people to walk. Best practices for pedestrian wayfinding include: ♦ Wayfinding signage should have clear information, consistent visuals, and conspicuous placement. ♦ Wayfinding signage should be free of visual clutter with up-to-date information. ♦ Do not place more signs than are necessary to provide the right information at the right time. Make wayfinding signage and markings delightful, inspiring residents and visitors.	 *Source: Bret Yourstone*

Public Art

Public art has the power to elevate a multimodal trail or shared-use path from useful infrastructure only into a treasured space in the community. Public art near trails can be used to tell the story of the trail or share the identity of the community through which it runs and establish an enhanced sense of place.

There are many types of public art on trails including sculptures, murals, painted trail surfaces, gardens, lighting, gates and fences, as well as interactive art. Materials used can vary widely by region and budget but are regularly wood, stone, fiberglass, plastic, bronze, or copper. Temporary or "pop-up" art can also be a more affordable option for public art along trails but may require additional program management and curation efforts. Community members, including youth, can be great participants in selecting and creating art to foster a sense of community pride and ownership in the trail. Funding for public art can come from public, private, or philanthropic sources.

Special care should be taken to ensure the chosen public art can safely withstand human interaction and vandalism as well as the elements. Siting should place the public art so that it does not disrupt or block the trail when viewed or interacted with by trail users. Maintenance should be institutionalized through the Pinole Public Works Department, and the art should be insured, typically through the municipal insurance policy.



Drinking Fountains	Trail	Drinking fountains can improve the quality of experience for trail users on long trips, in hot weather, or where tree cover is sparse. While drinking fountains themselves are relatively small and only moderately expensive, providing an accessible area off the trail to access the fountain increases the required footprint. Drinking fountains require potable water meters, which may not exist along the trail. Meters for drinking water are different from meters used for irrigation of landscaping. If a new water meter is required, significant additional costs are incurred.	

Non-Infrastructure Improvement Types

The City of Pinole already has several non-infrastructure improvement programs that it hosts, as well as works with local partners to improve safety and encourage active transportation. The City may consider the following recommendations listed in Table 3 as standalone programs or explore potential partnerships with existing departments, programs, or community groups.

Table 3: Non-Infrastructure Program Improvement Recommendations

Program	Pillar	Description
Annual Report Card	Evaluation, Equity	An annual report card could assess the City's progress toward the goals and implementation of recommended projects and programs. Annual report cards can also incorporate a review of effectiveness to evaluate costs and benefits of various efforts and adjust investments to maximize results. The annual report card could include annual collision data, program participation data, progress of project implementation, and other relevant metrics to highlight successes and challenges of improving bicycling and walking to school each year. The City could also develop specific performance measures to be included and tracked in the annual report card. Potential partnerships to host the program may include the Traffic & Pedestrian Safety Commission (TAPS) under the Pinole City County, or active community or volunteer organizations.
Annual Walk Audit/Ride-Along	Evaluation, Equity	Similar to the report card, an annual walk-audit or ride-along could be used to identify new opportunities or challenges that may arise in the future as new development and the Plan are implemented. The walk audit/ride-along could include City staff, school staff, students and parents, and other community stakeholders. The audit/ride-along could be led by TAPS or a community-based organizations, and findings could be included in the annual report card.
Bicycle Repair Program	Education, Equity	A bicycle repair program could be hosted by the City, a community organization, bicycle shop, or a collaboration of multiple partners. The program could offer courses on bicycle repair and proper bicycle maintenance. The program could also gather community input on key locations where fix-it station would be well positioned in the City.
Bike Rack Program	Encouragement	Bicycle rack programs coordinate and streamline bicycle rack installation. The program could be managed by a City staff member who would work with City staff and business owners to install bicycle racks and bicycle corrals citywide. This would include ensuring bicycle racks are properly installed to avoid blocking sidewalks and located to make them convenient and accessible for bicyclists. The City could also develop customized bicycle racks. These racks can serve as a "brand," highlighting the identity of the City as a bicycle friendly community.

Program	Pillar	Description
Bike Share and E-Scooter Programs	Encouragement	Bike share and E-scooter share programs can provide a convenient way for people to travel to their destinations within Pinole, especially considering the grade changes in parts of the city. These programs can also augment last-mile transportation to transit and provide connections to neighboring communities and key destinations, such as the future Hercules Hub.
Community Safety Training Programs	Education	Educational programs can be implemented to raise awareness about sharing the road with all types of roadway users with a focus on school-age children, new drivers, and seniors. Police, public works, and/or health departments can work in collaboration with community organizations to offer programs (e.g., Bicycle and Pedestrian Safety Education Program and Traffic Safety Education Program) that provide free workshops, activities, and safety equipment to residents.
Count Evaluation Program	Evaluation	Local agencies can use count evaluation programs to gauge the success of their programs and track their progress toward local active transportation goals. The City may conduct pedestrian and bicycle counts before and after implementing a program or completing infrastructure to better understand the impacts of a project. The City could also organize annual pedestrian and bicycle counts to evaluate whether the City is making progress towards increasing pedestrian and bicycle mode share. Counts are often required for grant programs like the Active Transportation Program, so a count evaluation program could help support City commitments to awarded funds.
Crossing Guard Program	Education	A crossing guard program could include hiring crossing guards, training for school staff, and creating recognizable uniforms for all crossing guards. Although some schools have crossing guards, staffing concerns have been a limiting factor. Having an adequate number of crossing guards at desired crossing locations will increase a sense of comfort for parents and encourage walking and bicycling to school. Crossing guard duties may include helping students cross the street, teaching children about pedestrian safety, and communicating with drivers about how to safely drive in school zones. Classroom presentations about pedestrian safety could further educate students and parents.
Demonstration Projects	Education	Demonstration projects are low-cost, temporary roadway projects that help local agencies introduce design solutions that increase safety and access to walking, bicycling, and public spaces to the public. Demonstration projects are meant to increase public engagement with active transportation solutions – temporary demonstrations generally last one day to one week and bring awareness to local transportation needs, allow stakeholders to interact with potential design elements, increase support for active transportation projects, and create stronger connections between government agencies, elected officials, non-profit organizations, local businesses, and residents. They allow a city to test design solutions and receive feedback before making permanent infrastructure investments.
Education Campaign	Education	An education campaign uses print and digital media, radio, and television to educate the community about safe driving, bicycling, and walking behavior. The campaign could be used to target behaviors that are particularly prevalent in the City.

Program	Pillar	Description
		Education campaigns could target parents specifically through newsletters, online resources, back to school materials, and in-person meetings.
Lighting Program	Engineering, Encouragement	Lighting illuminates walkways to increase comfort for people walking and improves visibility of pedestrians and bicyclists for drivers. Lighting programs encourage community members to host "night walks" where the public walk their town at night to identify lighting needs.
School Contests	Encouragement	School contests use friendly competitions to encourage walking and bicycling to school. Contests could be held at the classroom level, between grades, or between schools, and reward students who walk and bike most often. Prizes could include a pizza party, classroom trophy, and more.
Social Walks and Rides	Encouragement	Supporting social walks and bicycle rides can provide many benefits to the community. People who are uncomfortable walking or bicycling alone, or who are unfamiliar with the best routes to use, will benefit from having a group to show them the way. Rides can also be used as information educational opportunities to remind participants about safe walking or bicycling behavior.
Walking and Bicycling Ambassadors	Education	A volunteer ambassador program is where volunteers wear green vests to identify themselves and spend each week bicycling or walking. In addition to reporting maintenance needs, ambassadors carry small kits with supplies for basic first aid, bicycle repairs, graffiti removal, or other tasks based on their interest and preference. An ambassador program acts as eyes, report maintenance needs, shares educational materials and maps, and provides a friendly presence in the community. Staffing needs for this program could be limited to coordinating occasional volunteer training sessions. Trusted volunteers may be enlisted to help with program coordination, and grant funds could be pursued to offer a stipend to ambassadors or coordinators.
Walking and Biking Arrival and Dismissal Procedures	Education	Arrival and dismissal can be challenging for students and parents traveling by most transportation modes. When developing a school arrival and dismissal program, some key principles should address pedestrians and bicyclists specifically: Assess needs through walk and bike audits; Prioritize the safety and comfort of students walking and bicycling; Use multiple strategies that incorporate the E's of *SRTS*: Engineering, Education, Encouragement, Evaluation, and Equity; Separate motor vehicles from pedestrians and bicyclists and reduce conflict areas between them; Clearly demarcate and enforce the appropriate channels for vehicles, bicyclists, and pedestrians with signs, pavement marking, and educational materials.

Appendix E

Project Prioritization

Table 1: Sidewalk Project Prioritization Scoring

Sidewalk #	Primary Road	Start Road	End Road	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
1	Appian Way	265 ft south of Michael Dr	City Limits (Dalessi Ln)	4	0	3	0	3	0	0	10
2	Richmond Parkway	Blume Dr	475 ft e/o I-80 NB off ramp	4	0	3	0	0	0	2	9
3	Pinole Valley Rd	Simas Ave (s/o Potrero Ct)	City Limits (s/o Marlin Ct)	0	0	3	0	0	2	0	5
4	San Pablo Ave	Western City Limit (130 ft w/o Golden Gate Park)	Dursey Dr	4	0	3	0	3	0	0	10
5	San Pablo Ave	3rd Ave	2nd Ave	4	0	3	0	3	2	2	14
6	San Pablo Ave	Alvarez Ave (80 ft e/o Alvarez Ave)	Oak Ridge Rd	4	0	3	0	3	2	2	14
7	San Pablo Ave	RR Undercrossing (900 ft w/o Hercules Ave)	Hercules Ave	4	0	3	0	3	0	2	12
8	Tennent Ave	n/o RR crossing (n/o Railroad Ave)	s/o RR crossing (n/o Railroad Ave)	4	0	3	0	3	2	0	12

Table 2: Pedestrian Crossing Project Prioritization Scoring

Ped Crossing #	Primary Road	Cross Road	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
1	Fitzgerald Dr	Best Buy Parking Lot	4	0	0	0	3	0	0	7
2	Fitzgerald Dr	Jovita Ln	4	0	0	0	0	0	0	4
3	Pinole Creek Trail	Henry Ave	4	0	0	1	3	2	2	12
4	Pinole Valley Rd	I-80 NB Ramps	0	0	0	0	3	0	2	5
5	Pinole Valley Rd	I-80 SB ramps	4	0	0	1	3	2	2	12
6	Pinole Valley Rd	Estates Ave	0	0	0	1	3	0	2	6
7	Pinole Valley Rd	Pinole Creek (@ Creekside)	0	5	0	1	3	2	2	13
8	Pinole Valley Rd	Pinole Valley High	0	5	0	1	3	2	2	13
9	Pinole Valley Rd	Adobe Rd (w/o Savage Ave)	0	0	0	1	3	2	0	6
10	Pinole Valley Rd	Savage Ave	0	0	0	1	3	2	2	8
11	Pinole Valley Rd	Simas Ave	0	0	0	1	3	2	0	6
12	San Pablo Ave	RR Undercrossing (900 ft w/o Hercules Ave)	0	0	0	0	3	2	0	5
13	Pinole Valley Rd	Adobe Rd (s/o Wright Ave)	4	0	0	0	3	0	2	9
14	San Pablo Ave	640 San Pablo Ave	4	0	0	0	3	0	0	7
15	San Pablo Ave	Fifth Avenue	4	0	0	0	3	0	2	9
16	San Pablo Ave	Tennent Ave	4	5	0	1	3	2	2	17
17	San Pablo Ave	Jones Ave/Laurel Ave	4	5	0	1	3	2	2	17
18	San Pablo Ave	3rd Ave	4	0	0	0	3	0	2	9
19	San Pablo Ave	Walter Ave	4	0	0	0	3	0	0	7
20	Tara Hills Dr	Kildare Way	4	0	0	1	3	0	0	8
21	Tennent Ave	Plum St	4	5	0	1	3	0	2	15
22	Tennent Ave	Prune St	4	5	0	1	3	0	2	15
23	Tennent Ave	Pear St	4	5	0	1	3	2	2	17

Table 3: Bikeway Project Prioritization Scoring

Bikeway #	Primary Road	Start Road	End Road	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
1	Appian Way	San Pablo Ave	Fitzgerald Dr/Sarah Dr	4	5	3	1	3	0	2	18
2	Appian Way	Fitzgerald Dr/Sarah Dr	220 ft s/o Michael Dr	4	0	3	0	3	0	2	12
3	Connector Trail (Pinole Creek Trail)	Pinole Creek (n/o I-80)	Pinole Creek (near Ellerhorst Elementary School)	0	5	0	1	3	2	0	11
4	Doidge Ave	Wright Ave	End of Wright Ave	0	0	0	0	0	0	2	2
5	Fitzgerald Dr	Western City Limit (I-80 Overpass)	Appian Way	4	0	3	0	3	0	2	12
6	Hanley Dr	Marlesta Rd	Limerick Rd	4	0	0	1	0	0	0	5
7	Limerick Rd	Hanley Dr	Tara Hills Dr	4	0	0	0	3	0	0	7
8	Marionola Way	Marlesta Rd	Henry Ave/Ridgecrest Rd	4	0	0	0	3	0	2	9
9	Marlesta Rd	Hanley Dr	Marionola Way	4	5	0	1	3	2	2	17
10	Pinole Valley Rd	Henry Ave	Pinole Valley High School	4	5	3	1	3	2	2	20
11	Pinole Valley Rd	Pinole Valley High School	Simas Ave	0	5	3	1	3	2	2	16
12	Pinole Valley Rd	Simas Ave	Southern City Limit (600 ft s/o Marlin Ct)	0	0	3	1	3	2	2	11
13	Ramona St/Savage Ave	Pinole Valley Rd	Pinole Valley Rd	0	0	0	0	0	0	2	2
14	Ridgecrest Rd/Henry Ave	Appian Way	Eastern City Limit (130 ft east of Alice Way)	4	5	3	0	3	2	2	19
15	San Pablo Ave	Western City Limit	Sunnyview Dr	4	0	3	1	3	2	2	15
16	San Pablo Ave	Sunnyview Dr	Eastern City Limit	4	5	3	1	3	2	2	20
17	Sarah Dr/Shea Dr	Appian Way	Pinole Valley Rd	0	0	3	0	3	0	0	6
18	Simas Ave	Pinole Valley Rd	Pinole Valley Rd	0	0	3	0	3	2	2	10
19	Sunnyview Dr	San Pablo Ave	Marlesta Rd	4	0	0	0	3	0	0	7
20	Tara Hills Dr/ Canyon Dr	Western City Limit (230 ft e/o Cornelius Dr)	Appian Way	4	5	3	1	3	0	0	16
21	Tennent Ave	Railroad Ave	San Pablo Ave	4	0	0	0	3	2	2	11
22	Tennent Ave/Pinole Valley Rd	San Pablo Ave	Ridgecrest Rd/Henry Ave	4	5	3	0	3	2	2	19
23	Tennent Ave/Railroad Ave	San Francisco Bay Trail (w/o Tennent Ave)	Pinole Creek (e/o Railroad Ave)	4	0	0	0	3	2	0	9
24	Wright Ave	Pinole Valley Rd	Doidge Ave	0	0	3	0	3	2	2	10

Table 4: Bicycle Crossing Project Prioritization Scoring

Bike Crossing #	Primary Road	Cross Road	DAC	Safety	Gap Closure	SRTS	Community Input	Activity Generator	Transit Mobility	Total
1	Appian Way	Tara Hills Dr / Canyon Dr	4	5	3	1	3	2	2	20
2	Appian Way	Fitzgerald Dr / Sarah Dr	4	0	3	0	3	2	2	14
3	San Pablo Ave	Appian Way	4	5	3	0	3	2	2	19
4	Pinole Valley Rd	Simas Ave	0	0	3	1	0	2	2	8
5	Pinole Valley Rd	Shea Dr/Granada Ct	0	0	3	1	0	2	2	8
6	Pinole Valley Rd	Estrella Ct	0	0	3	1	0	2	2	8
7	Pinole Valley Rd	Ramona St	0	0	3	1	0	2	2	8
8	Pinole Valley Rd	Pinole Valley High School	0	5	3	1	0	2	2	13

Appendix F

Glossary

ADA	Americans with Disabilities Act
AHSC	Affordable Housing Sustainable Communities
BNSF	Burlington Northern Santa Fe
ATP	Active Transportation Plan
BIL	Bipartisan Infrastructure Law
CAAP	Climate Action and Adaptation Plan
CCTA	Contra Costa Transportation Authority
CDBG	Community Development Block Grant
CEC	Community Engagement Committee
CIP	Capital Improvement Plan
Class I	Shared-use path
Class II	Bicycle lanes, which include standard, buffered, and green painted lanes
Class III	Bicycle routes, including bicycle boulevards
Class IV	Separated bikeways
CMAQ	Congestion Management and Air Quality Improvement Program
CO2	Carbon dioxide

CRP	Carbon Reduction Program
CTC	California Transportation Commission
FHWA	Federal Highway Administration
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
GHG	Greenhouse Gas
HAWK	High Intensity Activated Crosswalk
LPP	Local Partnership Program
LRSP	Local Road Safety Plan
LTS	Level of Traffic Stress
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
MTC	Metropolitan Transportation Commission
NAE	Neighborhood Access and Equity Program
NHTSA	National Highway Traffic Safety Administration
OTS	Office of Traffic Safety
PHB	Pedestrian Hybrid Beacon
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Grant
RCN	Reconnecting Communities and Neighborhoods Program

RRFB	Rectangular Rapid Flashing Beacon
SS4A	Safe Streets and Roads for All
SJCOG	San Joaquin Council of Governments
SS4A	Safe Streets and Roads for All
TAPS	Transportation and Pedestrian Safety
TDA	Transportation Development Act
TDM	Transportation Demand Management
TFCA	Transportation Fund for Clean Air
USDOT	United States Department of Transportation
WCCTC	West Contra Costa Transportation Commission

CITY COUNCIL REPORT

12.C.

DATE: APRIL 21, 2026

TO: MAYOR AND COUNCIL MEMBERS

FROM: Heather Bell, City Clerk, hbell@pinole.gov

SUBJECT: SB 707 - PUBLIC MEETING DISRUPTION POLICY

RECOMMENDATION

Staff recommends that the City Council Adopt the Public Meeting Disruption Policy.

BACKGROUND

GC § 54953.4(b)(1)(A)(i)(I)(ib)(Ia) requires Council to adopt a policy by July 1, 2026, to address disruption of telephone or internet services during a Council meeting to implement new provisions of the Brown Act. These provisions permit Council to proceed with a meeting notwithstanding a disruption in internet or telephone services if Council makes findings, after recessing for at least one hour to allow staff to attempt to restore services, that there is good cause to proceed with the meeting.
The policy to be adopted must describe procedures for recessing, reconvening, and attempting to restore service. This policy may not be adopted on the consent calendar.

REVIEW AND ANALYSIS

Staff has prepared a draft policy (Attachment A) for review and adoption by the City Council.

FISCAL IMPACT

There is no fiscal impact.

ATTACHMENTS

A. AB 707 Meeting Disruption Policy - Final

CITY OF PINOLE - PUBLIC MEETING DISRUPTION POLICY

(as directed by SB 707)

I. PURPOSE

This policy establishes procedures for handling technical disruptions during public meetings, ensuring compliance with California Senate Bill 707 (Durazo) and the Ralph M. Brown Act.

II. SCOPE

Applies to all meetings of Pinole's eligible legislative bodies (Pinole City Council) conducted via two-way audiovisual or telephonic platforms.

III. POLICY STATEMENT

In the event of a service disruption (loss of livestream, audiovisual feed, or telephonic access), the legislative body shall recess the meeting for up to one hour to attempt restoration. A good-faith effort must be documented before resuming or adjourning.

IV. PROCEDURES

1. Detection of Disruption
   - Chair or designated staff monitors audiovisual and telephonic feeds.
   - Disruption is declared if remote public access or participation is impaired.
2. Immediate Recess
   - Chair announces recess due to technical disruption.
   - Meeting is paused for up to one hour.
3. Restoration Efforts
   - Pinole Community Television (PCTV)/IT staff attempt to restore service.

- Document steps taken (e.g., platform reset, alternate dial-in).

4. Documentation

- Roll-call vote confirming good-faith effort to restore service.
- Record disruption details in meeting minutes.

5. Resumption or Adjournment

- If service is restored within one hour, resume meeting.
- If not restored, adjourn meeting with documented vote.

V. RESPONSIBILITIES

- Chair: Declares disruption, announces recess, oversees compliance.
- Clerk: Records disruption, restoration efforts, and roll-call vote.
- Pinole Community Television (PCTV)/IT Staff: Execute restoration efforts and provide technical report.

VI. COMPLIANCE

Adoption of this policy ensures compliance with SB 707 requirements for service disruption management and protects the validity of legislative actions.