

Attachment B: Non-Infrastructure Scope, Cost and Schedule

Non-infrastructure programs include landscape maintenance, gum removal from sidewalks, open air vendors, musical events and concerts, visitor information,

Mayor Tom Butt to host grand reopening of Richmond Transit Center

July 12, 2021



Richmond BART Station

With BART set to return to near pre-pandemic service levels starting Aug. 2, Richmond Mayor Tom Butt is welcoming back activity at the Richmond Transit Center with a grand re-opening party this week.

The community event is scheduled to take place Friday, July 16, from 4-6 p.m. at the Transit Center, located at the BART Station at the Downtown Richmond Visitor Center at 1600 Nevin

Plaza. The event will include games, snacks, giveaways, free Johnson & Johnson vaccines and possible prizes for vaccinated individuals, the city says. Representatives of transit agencies, community organizations, and local small businesses will also attend to offer resources.

The Richmond Transit Center is where BART, AC Transit and Amtrak all meet, and where about 8,000 people traveled through daily prior to the pandemic. It's also home to the Downtown Richmond Visitor Center, a relatively recent addition currently housing the [Richmond Main Street Initiative](#) and [The Rich Clothing Company](#) operate.

"Although the Richmond Transit Center never ceased operation during COVID-19, record –low ridership on BART, Amtrak, and AC Transit significantly slowed down a site that used to be the busiest place in Richmond (over 8,000 users per day)," Mayor Butt said. "As our state and region continue easing shelter-in-place restrictions, the grand re-opening celebration is intended to symbolize a return to our focus on making the Transit Center a catalyst of activity, community gathering, and economic vitality for the downtown area."

For questions about the upcoming event, call or email the Mayor's Office at (510) 620–6503, or mayor@ci.richmond.ca.us.



Spirit & Soul Festival returns in person to Richmond

[Elgin Nelson](#) on September 16, 2021

Live music, food, artists and vendors return to Richmond this weekend, with the 13th annual Spirit & Soul Festival.

The annual ticketed event , hosted by the Richmond Main Street Initiative, celebrates the city's arts and culture scene. Because of the COVID-19 pandemic, it will be presented as a hybrid this year.

The free virtual broadcast will stream from 2 p.m. to 3 p.m., with an in-person VIP Watch Party from 2 p.m. to 4 p.m. at El Garage, 1428 Macdonald Ave.

Guests can stream the broadcast through [KOFY TV20](#), [Facebook Live](#), [Youtube Live](#) and [Instagram Live](#). It will include musical performances by Top Shelf, Los Cenzontles accompanied by Los Originarios, and R&B singer-songwriter Wanda Gonzalez, who is from Richmond.

The Main Street Initiative, a nonprofit dedicated to the revitalization of downtown Richmond, hopes the event will renew excitement around community events after the long pandemic lockdown, said Alicia Gallo, interim executive director.

"Trying new things is our passion for activating spaces downtown and bringing the community together," Gallo said.

The watch party will feature a viewing of the virtual broadcast, along with food by El Garage and drinks by East Brother Beer Company and Aguas Fresca, as well as the Main Street Initiative's homemade margaritas.

Attendees must show proof of vaccination in either physical or digital form, along with a photo ID. Vaccinated people who have not yet obtained a digital vaccination record, can register their vaccine status at myvaccinerecord.cdph.ca.gov. All attendees are asked to wear a mask for the in-person gathering.

Gallo expects around 10,000 people to stream the broadcast. Only about 50 people were registered by mid-week for the watch party. Tickets for that are [\\$50 online](#), with the proceeds supporting downtown businesses.

More information is on the Main Street Initiative's [homepage](#).



The Spirit & Soul Festival returns as a hybrid, after going virtual last year . (Courtesy of Richmond Main Street Initiative)

We hope to host Healthy Village Festival in June 2022.

10th annual Healthy Village Festival...was Fabulous!



The weather was perfect and we had record-breaking attendance from visitors and vendors at Healthy Village Festival 2019 on June 29. Nearly 400 residents came out to learn health tips, try new exercises, Ask a Doc, make art, play chess, take home free produce, shop and dine, and hang out with Richmond fire fighters. We [got our cardio workout on with Zumba](#), [stretched and breathed with yoga](#), and [sang along with Voices of Reason](#).

Youngsters enjoyed cuddling with ducklings at the Happy Lot Farm & Garden pop-up farm and pony rides and adults chatted with Kaiser Permanente physicians while getting their blood pressure checked. Check out this [Richmond Standard article and video](#) for highlights and words from our Healthy Village Festival Grand Marshal, councilmember Demnlus Johnson III.

We offer huge thanks to everyone who supported us in bringing Healthy Village Festival 2019 to life: our 31 community partners and local businesses for hosting booths and activities, our 14 volunteers for all their time (60 hours!) and acts of service staffing the event, our board of directors and Health Career Pathways intern Michelle Hong, and our sponsors.

Music on the Main

is our longest running event series. Since 2001, this concert series has brought thousands of people Downtown to enjoy a night on the town filled with music, food, and family fun. Each concert features a variety of musical performances, arts and crafts activities for children, local entrepreneurs and nonprofit organizations, and food. Music on the Main is a critical tool that Richmond Main Street uses to engage the community, provide business opportunities to local entrepreneurs and district merchants, and build a strong arts and entertainment district.

Music on the Main 2019 ~ A Concert Series for the Record Books



Our 2019 Music on the Main summer concert series marked 18 seasons of activating spaces and building community in Downtown Richmond with music, food, and family fun.

Councilmember Jael Myrick made a special appearance serving as our first ever Music on the Main grand marshal at the July 24 concert. Rising vocalists of the RPAL music program-based trio KLM started us off with soulful songs, followed by [BeaufunkK with Michael Jeffries](#), and an [invigorating Zumba break](#). Richmond's own "King of Zydeco" [Andre Thierry took us home](#) with an incredible set that had everyone on the dance floor. Check out this [Richmond Standard article and video](#) for highlights.

We kept the fun summertime feeling going with the second and final concert of the series on August 28. For two and a half hours, [the Marina Way parking lot was packed with vendors, activities, and residents](#). Music emanated from the stage, bringing people of all ages to the dance floor: [we grooved to old school favorites by GTS Band](#), [we joined the SAMBAFUNK! drumline](#), and [got our Zumba on with Grand Marshal Melvin Willis](#). We [got creative with Stonyfield Organics](#), had [fun with vegetables with Fresh Approach](#), and [made new friends](#).

We offer huge thanks to our volunteers (36 individuals contributing 131 hours of service!), community partners and vendors (56!), and sponsors without whom these events would not be possible.

Chill with a Cop

Ice Cream Social with Richmond Police Department

A project of our Clean & Safe Committee, Chill with a Cop is an agenda-free and welcoming event designed to strengthen relationships between residents and public safety professionals

over a delicious scoop of ice cream. Chill with a Cop creates opportunities for the community to gather and come together in Downtown Richmond, access crime prevention tools and resources, play chess, take home free books, and more.

Yuletide Cheer in the Iron Triangle

Downtown Holiday Festival

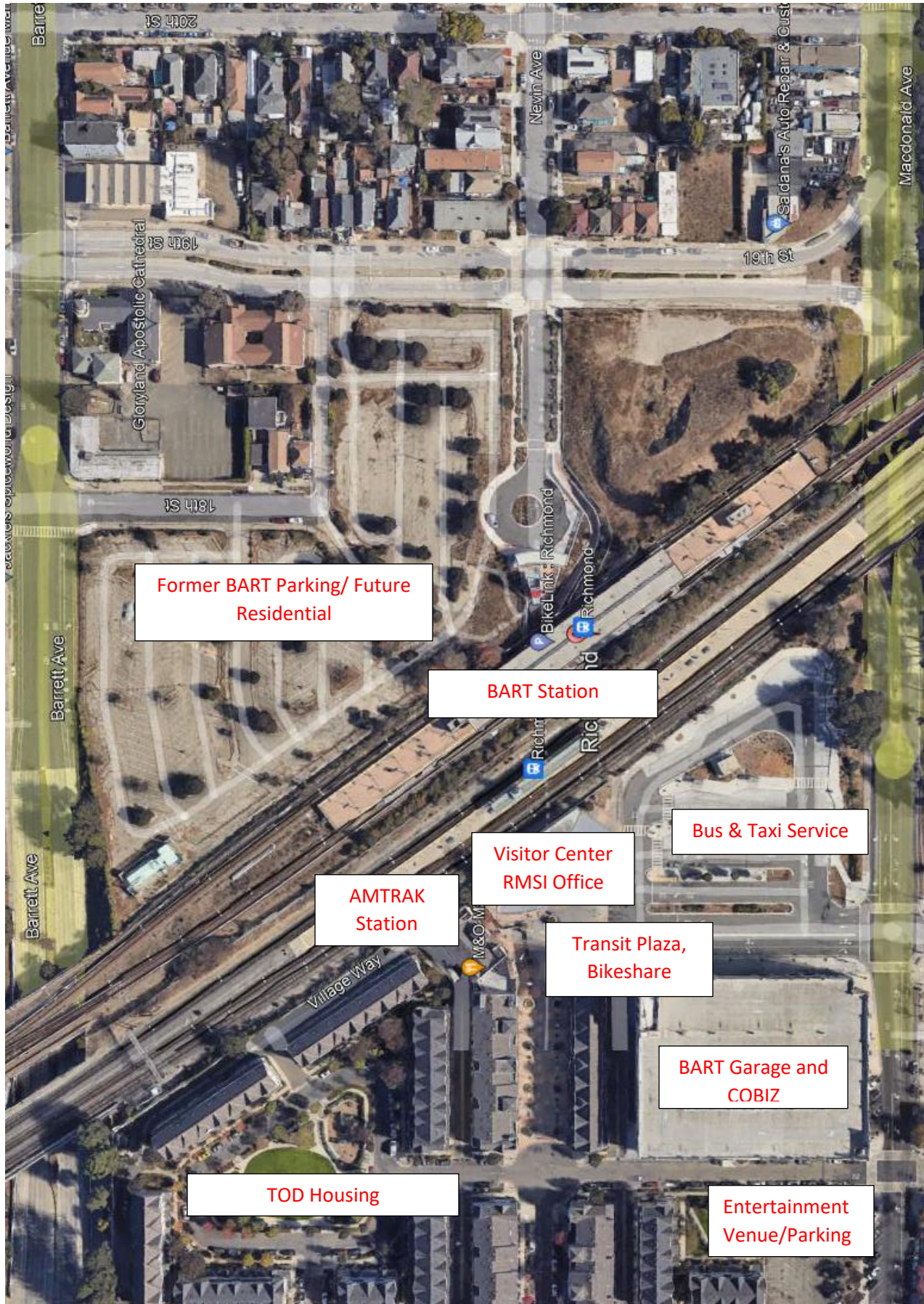


Is one of Richmond Main Street Initiative's longest running annual events. Beginning in 2012, Richmond Main Street and [East Bay Center for the Performing Arts](#) formed a partnership to bring this special event filled with yuletide cheer to the community. Thanks to the help of countless volunteers, we transform the Center's beautifully remodeled facility—the historic Winters Building, located at 339 11th Street—into a winter wonderland. We invite families from the Iron Triangle and surrounding communities to participate in a unique holiday celebration complete with festive music, “A Richmond Nutcracker” performances, tasty snacks, group caroling, the magical illumination of Macdonald Avenue, and a memorable visit from Santa Claus.

Attachment C: Infrastructure Scope, Cost and Schedule

Attachment D: Infrastructure Report

Attachment E: Project Location Map



Attachment F: Spending Plan

Attachment G: Photos



Figure 1 - Leaks from roof of Visitor Center Building at BART entrance create safety hazard and create impression of blight



Figure 2 - Roof and gutters of Richmond Visitor Center structure are corroded and leak



Figure 3 - Waiting area for AMTRAK has become a homeless shelter. Windows are broken and steel frames are rusted and require painting



Figure 4 - Previous AMTRAK boarding area has become neglected



Figure 5 - Graffiti on previous AMTRAK boarding area



Figure 6 - Landscaping at BART Entry lower plaza is dead



Figure 7 - Homeless cart



Figure 8 – Litter



Figure 9 - Vacant lot across Macdonald from BART Station



Figure 10 - Gum on sidewalk



Figure 11 - Empty tree well



Figure 12 - Unmaintained tree well



Figure 13 – Graffiti



Figure 14 - Homeless person in BART Plaza



Figure 15 - Landscaping at North BART entrance not maintained



Figure 16 - Landscaping at north BART entrance not maintained



Figure 17 - Landscaping at bus entry not maintained



Figure 18 - Litter and unmaintained landscaping



Figure 19 - Graffiti on Wayfinding Sign



Figure 20 – Litter



Figure 21 - Litter

Macdonald Ave / 15th St

Failure to yield to pedestrians.
Speeding, especially westbound.
Signal & WB merge @ 16th St.
Diagonal ramps.
NE corner sightline to east.

1. Corners, sightline: install full-corner bulbs with directional ramps.
2. Uncontrolled crosswalks across Macdonald: high-visibility markings (white, not orange as drawn)
3. Speeding: (a) add WB radar speed sensor east of 16th, (b) at 16th signal, terminate WB green phase early when speeding is detected, (c) inform WB motorists E of 16th with sign "SIGNAL SET FOR XX MPH" (d) consider raised crosswalk on east leg at 15th.



Figure 22 - Intersection Safety Improvements (CCTA Vision Zero)



Macdonald Ave / 22nd St

Crossing time too short for manual wheelchair due to Macdonald's pronounced crown and poorly conformed gutter joint at NW corner.
Diagonal ramps at NW & NE corners.
No ped head, SW corner facing N.

1. Bulb out NW and NE corners, install directional ramps, address gutter conform issue.
2. Install ped head on SW corner facing N.
3. At next opportunity, remove excess crown from Macdonald.

Figure 23 - Intersection Safety Improvements (CCTA Vision Zero)

Barrett / Marina

Short crossing time for some.
NW corner accessibility (slope).
No east crosswalk.
Bike NB-WB left turn challenging.

1. Marina south leg: (a) narrow SB receiving lane, (b) shift through right lane to the west, to add (c) NB through bike lane (consider green color).
2. Bike NB-WB left turn: (a) install left turn box on NE corner, (b) install signs on WB approach prohibiting right turn on red.
3. West crosswalk: (a) fix slope issues at NW corner, (b) bulb SW corner into Barrett to depth of curb lane, (c) install directional ramps
4. Crosswalks: (a) install east crosswalk, (b) mark north crosswalk
5. All approaches: install advance limit lines
6. Add overhead street name signs for wayfinding.
7. NE corner ramp – too steep; reconstruct, add landing.
8. NW corner ramp offset from west crosswalk – fix this.
9. Anticipate buffered bike lane or cycle track on Barrett.

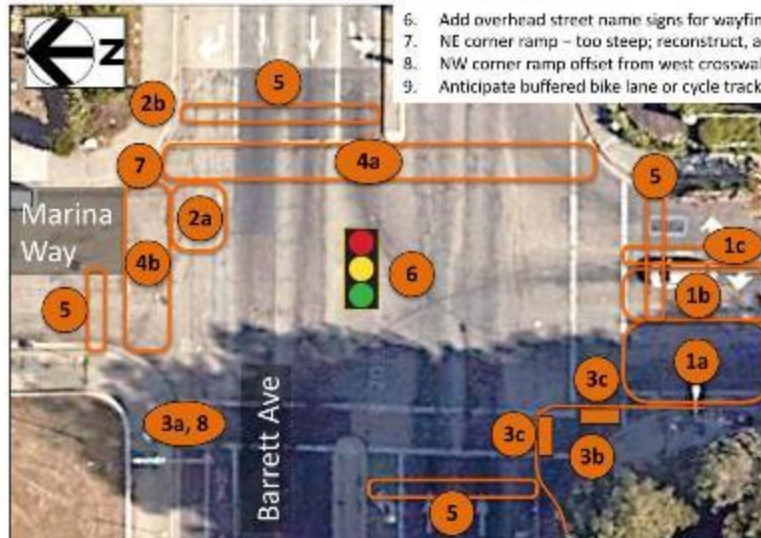


Figure 24 Intersection Safety Improvements (CCTA Vision Zero)

Barrett Ave & 18th St

Well-used crosswalk to BART.
Visibility to EB vehicles emerging from RR undercrossing.

1. Warning signs: (a) make both 2-sided, (b) add W16-7p Downward Arrow plaques, (c) replace or augment flashing borders with RRF8s
2. Add (a) Yield Lines ("shark's teeth"), (b) R1-5 "Yield Here" signs
3. Consider (a) removing WB street parking, (b) shifting WB traffic & bike lanes northward, (c) adding 6'-8' refuge with R1-5 Yield To Peds signs (d) Could churchgoers use adjacent vacant lot, west of barber shop?



Figure 25 Intersection Safety Improvements (CCTA Vision Zero)

Attachment H: Fact Sheet

Attachment I: Local Match and Benefit

Attachment J: Benefit to Underserved

Most businesses
in the area are Black and locally owned.

RMSI partnership gives downtown businesses free access to mentoring

January 26, 2022



Photo via Scopio

By Kathy Chouteau

A newly launched partnership between Richmond Main Street Initiative (RMSI) and Pacific Community Ventures (PCV) is bringing free and confidential business advice to downtown small business owners.

The nonprofit collaboration will give small businesses access to PCV's [BusinessAdvising.org](https://businessadvising.org) mentoring platform with thousands of advisors who will work "to solve [their] biggest business challenges and seize new opportunities" in areas like marketing, finance and accounting, executive coaching, business planning, operations (supply chain, B2B, B2C), sales, readying for large contracts and more, per RMSI.

PCV's [BusinessAdvising.org](https://businessadvising.org) platform puts the power of volunteerism to use to benefit local communities like downtown Richmond by applying a nationwide network of experienced entrepreneurs, professionals, and senior leaders—originating from major banks, consulting firms, large corporations and the like—"to use their own business expertise to create more opportunities in communities," said RMSI.

The sign-up process is free and easy and downtown Richmond businesses can connect with an advisor in a variety of ways, such as by phone, in-person or via video chat on Facetime, Slack and Google Hangout. RMSI added that "the companies who work with their free advisors grow annual revenue by 20 percent each year, on average."

RMSI Executive Director Andrea Portillo-Knowles said that PCV's business advising team "understands what it means to connect with their clients, on both a professional and personal level." She added that they are willing to meet our small business owners "where they are to achieve their goals."

Downtown Richmond businesses wanting to get started can sign-up for the mentoring platform [here](#). Questions? Learn more [here](#) or contact [RMSI](#) at (510) 236-4049 or admin@richmondmainstreet.org.

‘Transformative’ CoBiz Richmond opens its doors

November 1, 2019



CoBiz CEO Wesley Alexander (left) and CoBiz Community Manager Christina Kenney on opening day for the new co-working space and incubator at 1503 Macdonald Ave. in Richmond on Nov. 1, 2019.

CoBiz, the new state-of-the-art co-working space and business incubator that civic leaders are calling ground zero for the revitalization of Downtown Richmond, opened its doors today.

The modern, 9,000-square-foot CoBiz, located in the groundfloor space of the BART parking garage at 1503 Macdonald Ave. – and next to the new Richmond Food Hall – provides small businesses, innovators, nonprofits and freelance creatives in West Contra Costa County with cutting-edge technologies and collaborative spaces in the middle of the downtown's transit center.

MC Hammer, the East Bay native and multimillion record-selling hip hop artist who has since transformed into a respected technology investor and entrepreneur, is reportedly set to be the first of many high-profile speakers at CoBiz, which aims to be a hub for entrepreneurial and nonprofit exchange. CoBiz features areas for TedX seminars, speaker series', hacking events, podcasting, vlogging, even a communal kitchen. An on-site engineer can help with video editing and other requests. Like large technology companies, relaxation spaces are available for those needing to re-energize.



CoBiz

is a modern co-working space with naturally-lit worksites, space for filming and recording podcasts, relaxation areas, a kitchen, and with access to a cafe and eatery in the next-door Richmond Food Hall.

Unlike typical coworking spaces, this one will offer professional connections that can be critical to project's success, said Wesley Alexander, CEO of CoBiz. For local residents aiming to launch their businesses, CoBiz will offer access to personal and economic development resources, not just those offered by CoBiz but also from local nonprofit partners such as the Renaissance Entrepreneurship Center, Richmond Chamber of Commerce and Richmond Main Street Initiative. The concept is to create a rich networking environment that enhances ideas and provides exposure through collaboration.

"This is called coworking with a purpose," Alexander said. "This is not just occupying a space."

CoBiz is a project of the Chevron Richmond Refinery's eEquip Richmond initiative, a multi-year \$10 million investment that funds strategies to improve communities in Richmond and North Richmond by encouraging small business development, preparing residents for the workforce, and creating pathways to sustainable, living wages and careers in growth industries.

The project is a response to Silicon Valley's broadening influence in the Bay Area, and aims to position Downtown Richmond to capitalize on its central location, affordability, connections to transit and an influx of housing units.



CoBiz

is located in the groundfloor space of the BART parking garage at 1503 Macdonald Ave.

“The vision was to find a way to connect Richmond and the rest of West Contra Costa County to the economic vibrancy of the San Francisco Bay Area,” said Jim Becker, president and CEO of the Richmond Community Foundation, which is the lead agency of the eQuip initiative.

CoBiz was among the community-led ideas proposed at a Shark Tank-style competition at the East Bay Center for the Performing Arts in 2016. The competition challenged community leaders to come up with transformative projects, with winners earning funding from the Chevron eQuip Richmond initiative.

The concept for CoBiz was first pitched by Bret Sweet, who, like MC Hammer, is a hip hop artist and entrepreneur known, in part, for pioneering music sharing online in the 1990s. Sweet is program director of the Renaissance Entrepreneurship Center in Richmond, the nonprofit that helps underserved Bay Area residents launch businesses. He approached Amanda Elliott, the recently departed executive director of the Richmond Main Street Initiative, about the idea of creating a first-of-its kind co-working and incubator space downtown.

“I had spent a number of years building out startups for investors at other co-working spaces and incubators in Oakland, and I was disappointed when I saw that entrepreneurial prosperity was not traveling beyond Berkeley and Oakland borders,” Sweet said.

CoBiz will benefit from its swift access to BART, Amtrak, AC Transit, the freeway, bicycle lane access and repair (the Rich City Rides bike shop is located just across the street) and connections to the new Richmond Ferry. It will also benefit from thousands of new housing units planned for Richmond, including a proposed mixed-use development at 12th Street and Macdonald Avenue that could bring nearly 400 residential units.

CoBiz is also seen as a solution for Silicon Valley companies whose employees are increasingly looking to Richmond for affordable housing.

“One of the things we’re hearing from a lot of companies is our employees are moving your way,” Becker said. “That just means their commute is a lot longer. With CoBiz, they now have a state-of-the-art spot where they can work remotely, either full time or a few days per week, allowing them to be more productive and to ultimately enjoy a better quality of life.”

With increased foot traffic at 1503 Macdonald Ave., some believe CoBiz will present opportunities for new restaurants, cafes and other shops to open up on Macdonald Avenue.



CoBiz offers a soundproofed “creative space” for vlogging, podcasting, video editing and more.

Sweet believes the CoBiz model will be “studied in the future.” He likens the concept to the collaboration accomplished during WWII, where Richmond became an epicenter for shipbuilding and innovation – such as the pioneering of the wonder drug, penicillin – through collaboration by local industry, government agencies, education centers and the business community.

A present-day collaboration involving Chevron, the city and local nonprofits aims to usher in a new age of technological innovation.

“Our focus is on delivering economic development in an equitable fashion,” Alexander said. “A lot of people in this community are driven to be part of that goal. They see what’s happening around the Bay. They also see they can be part of something that produces a different narrative. We want to facilitate those resources in this space and do it in a manner in which everyone can have access.”

CoBiz will be open 8 a.m. to 5 p.m. for nonmembers, while members can access the building 24/7, Alexander said.

CoBiz is the third core program launched by the Chevron eQuip Richmond Initiative. Other projects include the Construction Resource Center, which works to prepare local residents, contractors and construction companies for future economic development projects in the region, as well as Pogo Park Products, a for-profit social enterprise staffed entirely by Iron Triangle residents that designs and builds parks and park amenities.

Lily Rahnema, community engagement manager for Chevron Richmond, said eQuip aims to improve the quality of life in Richmond and North Richmond by leveraging investments of other community businesses, foundations, institutions and individuals.

“From space, to technology, to access to capital, CoBiz will provide top of the line services to a traditionally under resourced part of the Bay Area, nurturing Richmond’s entrepreneurs. Chevron’s ongoing commitment beyond the initial seed funding is to set the foundation for partnerships using CoBiz as a platform, that can build capacity, fill jobs with local hires, and improve conditions for local residents,” Rahnema said.



CoBiz’s coworking space features a kitchen, and is right next door to the Richmond Food Hall that offers Red Bay Coffee and Roux.

Attachment L: Application Checklist



January 31, 2022
Tom Butt, Mayor
City of Richmond
450 Civic Center Plaza
Richmond CA 94804

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

Subject: Richmond Intermodal Center Neighborhood Transformation Grant Support Letter

Dear Mayor Butt,

I strongly support the Clean California Local Grants Program application you have prepared with the goal of acquiring resources to bring Richmond's Transit Hub to its full potential by:

- attracting and maintaining transit users;
- enhancing business opportunities and creating jobs;
- and improving the quality of life for neighborhood residents.

With 8,000 transit riders a day (pre-COVID), the Richmond Transit Hub has the potential to be much more than just a station. It can help bring renewed life to Richmond's historic downtown that has not been seen since the shipyard boom days of WWII.

We look forward to being a partner in this effort.

Sincerely,

Rob Padgette Managing Director
Capitol Corridor Joint Powers Authority

January 31, 2022

Tom Butt, Mayor
City of Richmond
450 Civic Center Plaza
Richmond CA 94804

Re: Clean California Local Grants Program application

Dear Mayor:

The Iron Triangle Neighborhood Council (ITNC) strongly supports the Clean California Local Grants Program application you have prepared that provides resources to bring Richmond's Transit Hub to its full potential, to attract and maintain transit users, to enhance business opportunities and create jobs and improve the quality of life for Iron Triangle neighborhood residents.

With 8,000 transit riders a day (pre-COVID), the Richmond Transit Hub has the opportunity to be much more than just a station. It can help bring a new life to Richmond's historic downtown that has not been seen since the shipyard boom days of WWII. As you know, Richmond's downtown is in the Iron Triangle and we support the potential of this project.

We look forward to being a partner in this effort. If you have any questions, please contact me via email at oscarg2@gmail.com. Thank you very much for your consideration.

Sincerely,



Oscar Garcia
President
Iron Triangle Neighborhood Council



P.O. Box 260770
Encino, California 91426
Land Planning, Finance & Development
Tel. 818-380-2600

January 31, 2022

Tom Butt, Mayor
City of Richmond
450 Civic Center Plaza
Richmond CA 94804

Re: Clean California Local Grants Program

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Sincerely,

A handwritten signature in blue ink that reads 'A. Locke'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Amanda Locke
AMG & Associates, LLC



P.O. Box 260770
Encino, California 91426
Land Planning, Finance & Development
Tel. 818-380-2600

January 31, 2022

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City of Richmond
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Sincerely,

A handwritten signature in blue ink, appearing to read 'Alexis Gevorgian', is written over a faint yellow rectangular stamp.

Alexis Gevorgian
AMG & Associates, LLC
Managing Member



P.O. Box 260770
Encino, California 91426
Land Planning, Finance & Development
Tel. 818-380-2600

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Matthew Ramos



Board of Directors

Robert Rogers
Chair

Charlene Smith
Vice-Chair

Sarah Wally
Treasurer

Yvette Williams
Secretary

Billy Ward
Cynthia Haden
Michael K. Martin
Xavier Abrams

Andrea Portillo-Knowles
Executive Director

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Sincerely,

Andrea Portillo-Knowles

Andrea Portillo-Knowles
Executive Director

Richmond Main Street Initiative, Inc. is a 501(c)(3) corporation
Tax ID#: 68-0481132 | CFC #: 7672

Attachment N: Other Materials

In order to reach its full potential, activation of the neighborhood proximate to the Richmond multi-modal transit hub is required to attract transit users and encourage transit users to linger to support local businesses and local residents to support local businesses. Another goal is to attract non-transit users to more often utilize local businesses and amenities attract new businesses, create local jobs and enhance the overall brand of Richmond's Transit Hub.

Mayor Tom Butt to host grand reopening of Richmond Transit Center

July 12, 2021



Richmond BART Station

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The community event is scheduled to take place Friday, July 16, from 4-6 p.m. at the Transit Center, located at the BART Station at the Downtown Richmond Visitor Center at 1600 Nevin Plaza. The event will include games, snacks, giveaways, free Johnson & Johnson vaccines and

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The weather was perfect and we had record-breaking attendance from visitors and vendors at Healthy Village Festival 2019 on June 29. Nearly 400 residents came out to learn health tips, try new exercises, Ask a Doc, make art, play chess, take home free produce, shop and dine, and hang out with Richmond fire fighters. We [got our cardio workout on with Zumba](#), [stretched and breathed with yoga](#), and [sang along with Voices of Reason](#).

Youngsters enjoyed cuddling with ducklings at the Happy Lot Farm & Garden pop-up farm and pony rides and adults chatted with Kaiser Permanente physicians while getting their blood pressure checked. Check out this [Richmond Standard article and video](#) for highlights and words from our Healthy Village Festival Grand Marshal, councilmember Demnlus Johnson III.

We offer huge thanks to everyone who supported us in bringing Healthy Village Festival 2019 to life: our 31 community partners and local businesses for hosting booths and activities, our 14 volunteers for all their time (60 hours!) and acts of service staffing the event, our board of directors and Health Career Pathways intern Michelle Hong, and our sponsors.

Music on the Main

is our longest running event series. Since 2001, this concert series has brought thousands of people Downtown to enjoy a night on the town filled with music, food, and family fun. Each concert features a variety of musical performances, arts and crafts activities for children, local entrepreneurs and nonprofit organizations, and food. Music on the Main is a critical tool that Richmond Main Street uses to engage the community, provide business opportunities to local entrepreneurs and district merchants, and build a strong arts and entertainment district.

Music on the Main 2019 ~ A Concert Series for the Record Books



Our 2019 Music on the Main summer concert series marked 18 seasons of activating spaces and building community in Downtown Richmond with music, food, and family fun.

Councilmember Jael Myrick made a special appearance serving as our first ever Music on the Main grand marshal at the July 24 concert. Rising vocalists of the RPAL music program-based trio KLM started us off with soulful songs, followed by [Beaufunk with Michael Jeffries](#), and an [invigorating Zumba break](#). Richmond's own "King of Zydeco" [Andre Thierry took us home](#) with an incredible set that had everyone on the dance floor. Check out this [Richmond Standard article and video](#) for highlights.

We kept the fun summertime feeling going with the second and final concert of the series on August 28. For two and a half hours, [the Marina Way parking lot was packed with vendors, activities, and residents](#). Music emanated from the stage, bringing people of all ages to the dance floor: [we grooved to old school favorites by GTS Band](#), [we joined the SAMBAFUNK! drumline](#), and [got our Zumba on with Grand Marshal Melvin Willis](#). We [got creative with Stonyfield Organics](#), had [fun with vegetables with Fresh Approach](#), and [made new friends](#).

We offer huge thanks to our volunteers (36 individuals contributing 131 hours of service!), community partners and vendors (56!), and sponsors without whom these events would not be possible.

Chill with a Cop

Ice Cream Social with Richmond Police Department

A project of our Clean & Safe Committee, Chill with a Cop is an agenda-free and welcoming event designed to strengthen relationships between residents and public safety professionals

over a delicious scoop of ice cream. Chill with a Cop creates opportunities for the community to gather and come together in Downtown Richmond, access crime prevention tools and resources, play chess, take home free books, and more.

Yuletide Cheer in the Iron Triangle

Downtown Holiday Festival



Is one of Richmond Main Street Initiative's longest running annual events. Beginning in 2012, Richmond Main Street and [East Bay Center for the Performing Arts](#) formed a partnership to bring this special event filled with yuletide cheer to the community. Thanks to the help of countless volunteers, we transform the Center's beautifully remodeled facility—the historic Winters Building, located at 339 11th Street—into a winter wonderland. We invite families from the Iron Triangle and surrounding communities to participate in a unique holiday celebration complete with festive music, “A Richmond Nutcracker” performances, tasty snacks, group caroling, the magical illumination of Macdonald Avenue, and a memorable visit from Santa Claus.

‘Transformative’ CoBiz Richmond opens its doors

November 1, 2019



CoBiz CEO Wesley Alexander (left) and CoBiz Community Manager Christina Kenney on opening day for the new co-working space and incubator at 1503 Macdonald Ave. in Richmond on Nov. 1, 2019.

CoBiz, the new state-of-the-art co-working space and business incubator that civic leaders are calling ground zero for the revitalization of Downtown Richmond, opened its doors today.

The modern, 9,000-square-foot CoBiz, located in the groundfloor space of the BART parking garage at 1503 Macdonald Ave. – and next to the new Richmond Food Hall – provides small businesses, innovators, nonprofits and freelance creatives in West Contra Costa County with cutting-edge technologies and collaborative spaces in the middle of the downtown's transit center.

MC Hammer, the East Bay native and multimillion record-selling hip hop artist who has since transformed into a respected technology investor and entrepreneur, is reportedly set to be the first of many high-profile speakers at CoBiz, which aims to be a hub for entrepreneurial and nonprofit exchange. CoBiz features areas for TedX seminars, speaker series', hacking events, podcasting, vlogging, even a communal kitchen. An on-site engineer can help with video editing and other requests. Like large technology companies, relaxation spaces are available for those needing to re-energize.



CoBiz is a modern co-working space with naturally-lit worksites, space for filming and recording podcasts, relaxation areas, a kitchen, and with access to a cafe and eatery in the next-door Richmond Food Hall.

Unlike typical coworking spaces, this one will offer professional connections that can be critical to project's success, said Wesley Alexander, CEO of CoBiz. For local residents aiming to launch their businesses, CoBiz will offer access to personal and economic development resources, not just those offered by CoBiz but also from local nonprofit partners such as the Renaissance Entrepreneurship Center, Richmond Chamber of Commerce and Richmond Main Street Initiative. The concept is to create a rich networking environment that enhances ideas and provides exposure through collaboration.

"This is called coworking with a purpose," Alexander said. "This is not just occupying a space."

CoBiz is a project of the Chevron Richmond Refinery's eEquip Richmond initiative, a multi-year \$10 million investment that funds strategies to improve communities in Richmond and North Richmond by encouraging small business development, preparing residents for the workforce, and creating pathways to sustainable, living wages and careers in growth industries.

The project is a response to Silicon Valley's broadening influence in the Bay Area, and aims to position Downtown Richmond to capitalize on its central location, affordability, connections to transit and an influx of housing units.



CoBiz is located in the groundfloor space of the BART parking garage at 1503 Macdonald Ave.

“The vision was to find a way to connect Richmond and the rest of West Contra Costa County to the economic vibrancy of the San Francisco Bay Area,” said Jim Becker, president and CEO of the Richmond Community Foundation, which is the lead agency of the eQuip initiative.

CoBiz was among the community-led ideas proposed at a Shark Tank-style competition at the East Bay Center for the Performing Arts in 2016. The competition challenged community leaders to come up with transformative projects, with winners earning funding from the Chevron eQuip Richmond initiative.

The concept for CoBiz was first pitched by Bret Sweet, who, like MC Hammer, is a hip hop artist and entrepreneur known, in part, for pioneering music sharing online in the 1990s. Sweet is program director of the Renaissance Entrepreneurship Center in Richmond, the nonprofit that helps underserved Bay Area residents launch businesses. He approached Amanda Elliott, the recently departed executive director of the Richmond Main Street Initiative, about the idea of creating a first-of-its kind co-working and incubator space downtown.

“I had spent a number of years building out startups for investors at other co-working spaces and incubators in Oakland, and I was disappointed when I saw that entrepreneurial prosperity was not traveling beyond Berkeley and Oakland borders,” Sweet said.

CoBiz will benefit from its swift access to BART, Amtrak, AC Transit, the freeway, bicycle lane access and repair (the Rich City Rides bike shop is located just across the street) and connections to the new Richmond Ferry. It will also benefit from thousands of new housing units planned for Richmond, including a proposed mixed-use development at 12th Street and Macdonald Avenue that could bring nearly 400 residential units.

CoBiz is also seen as a solution for Silicon Valley companies whose employees are increasingly looking to Richmond for affordable housing.

“One of the things we’re hearing from a lot of companies is our employees are moving your way,” Becker said. “That just means their commute is a lot longer. With CoBiz, they now have a state-of-the-art spot where they can work remotely, either full time or a few days per week, allowing them to be more productive and to ultimately enjoy a better quality of life.”

With increased foot traffic at 1503 Macdonald Ave., some believe CoBiz will present opportunities for new restaurants, cafes and other shops to open up on Macdonald Avenue.



CoBiz offers a soundproofed “creative space” for vlogging, podcasting, video editing and more.

Sweet believes the CoBiz model will be “studied in the future.” He likens the concept to the collaboration accomplished during WWII, where Richmond became an epicenter for shipbuilding and innovation – such as the pioneering of the wonder drug, penicillin – through collaboration by local industry, government agencies, education centers and the business community.

A present-day collaboration involving Chevron, the city and local nonprofits aims to usher in a new age of technological innovation.

“Our focus is on delivering economic development in an equitable fashion,” Alexander said. “A lot of people in this community are driven to be part of that goal. They see what’s happening around the Bay. They also see they can be part of something that produces a different narrative. We want to facilitate those resources in this space and do it in a manner in which everyone can have access.”

CoBiz will be open 8 a.m. to 5 p.m. for nonmembers, while members can access the building 24/7, Alexander said.

CoBiz is the third core program launched by the Chevron eEquip Richmond Initiative. Other projects include the Construction Resource Center, which works to prepare local residents, contractors and construction companies for future economic development projects in the region,

as well as Pogo Park Products, a for-profit social enterprise staffed entirely by Iron Triangle residents that designs and builds parks and park amenities.

Lily Rahnema, community engagement manager for Chevron Richmond, said eQuip aims to improve the quality of life in Richmond and North Richmond by leveraging investments of other community businesses, foundations, institutions and individuals.

“From space, to technology, to access to capital, CoBiz will provide top of the line services to a traditionally under resourced part of the Bay Area, nurturing Richmond’s entrepreneurs. Chevron’s ongoing commitment beyond the initial seed funding is to set the foundation for partnerships using CoBiz as a platform, that can build capacity, fill jobs with local hires, and improve conditions for local residents,” Rahnema said.



CoBiz's coworking space features a kitchen, and is right next door to the Richmond Food Hall that offers Red Bay Coffee and Roux.



Age

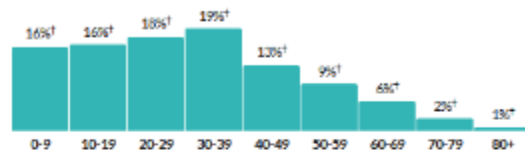
29.8

Median age

about 80 percent of the figure in
Richmond: 36

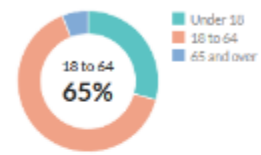
about three-quarters of the figure in
Contra Costa County: 39.7

Population by age range



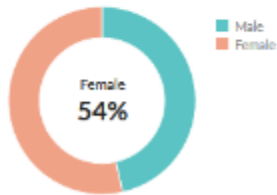
[Show data](#) / [Embed](#)

Population by age category



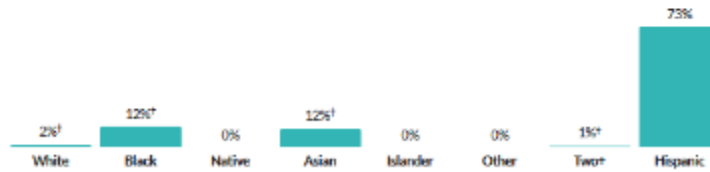
[Show data](#) / [Embed](#)

Sex



[Show data](#) / [Embed](#)

Race & Ethnicity



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

[Show data](#) / [Embed](#)

Income

\$18,624

Per capita income

about three-fifths of the amount in Richmond: \$31,069

about two-fifths of the amount in Contra Costa County: \$48,178

\$51,250

Median household income

about three-quarters of the amount in Richmond: \$68,472

about half the amount in Contra Costa County: \$99,716

Household Income



[Show data / Embed](#)

Poverty

22%

Persons below poverty line

about 1.5 times the rate in Richmond: 14.7%

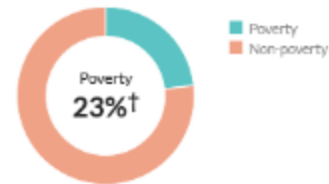
more than double the rate in Contra Costa County: 8.7%

Children (Under 18)



[Show data / Embed](#)

Seniors (65 and over)



[Show data / Embed](#)

Transportation to work

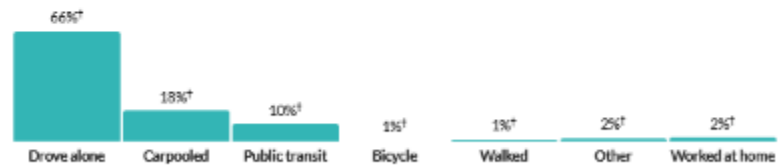
35 minutes

Mean travel time to work

about the same as the figure in Richmond: 35.7

about 90 percent of the figure in Contra Costa County: 38.7

Means of transportation to work



* Universe: Workers 16 years and over

[Show data / Embed](#)

Educational attainment

60.1%

High school grad or higher

about three-quarters of the rate in Richmond: 78.4%

about two-thirds of the rate in Contra Costa County: 89.5%

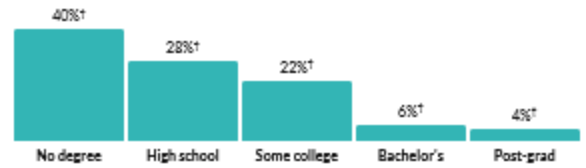
10.2%

Bachelor's degree or higher

about one-third of the rate in Richmond: 28.2%

about one-quarter of the rate in Contra Costa County: 42.4%

Population by highest level of education



* Universe: Population 25 years and over

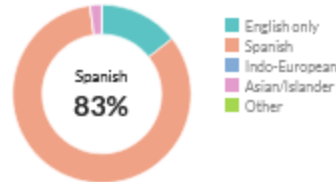
[Show data](#) / [Embed](#)

Language

N/A

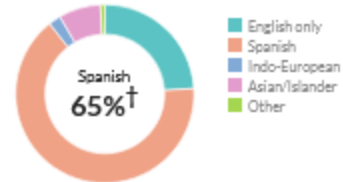
Persons with language other than English spoken at home

Language at home, children 5-17



[Show data](#) / [Embed](#)

Language at home, adults 18+



[Show data](#) / [Embed](#)

Place of birth

46.5%

Foreign-born population

about 1.3 times the rate in Richmond: 35.2%

nearly double the rate in Contra Costa County: 25.4%

Place of birth for foreign-born population



[Show data](#) / [Embed](#)

Veteran status

1.7%

Population with veteran status

about half the rate in Richmond: 3.8%†

about one-third of the rate in Contra Costa County: 5.3%

Veterans by wartime service



* Civilian veterans who served during wartime only

[Show data](#) / [Embed](#)

75 Total veterans

60 Male

15 Female

Hover for margins of error and contextual data.

Attachment L: Application Checklist

Directions:

1. Answer all the following questions. All answers should be “YES” or “N/A” before submitting your application.
2. Save this document and attach it to your application in section 3.1, “ATTACHMENTS” in the Attachment L: Application Checklist field.

Checklist:

1. Are all applicable fields in the CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION complete and accurate?

Yes

2. Have you attached “**Attachment A: Project Narrative**”, to your application?

Yes

3. Have you attached “**Attachment B: For Non-Infrastructure Projects, Scope of Work, Cost, and Project Schedule Workbook**”, to your application?

Yes

N/A

4. Have you attached “**Attachment C: For Infrastructure Projects, Scope of Work, Cost, and Project Schedule Workbook**”, to your application?

Yes

N/A

5. Have you attached “**Attachment D: For Infrastructure Projects, Project Study Report or Equivalent with Engineer's Stamp**”, to your application?

Yes

N/A

6. Have you attached “**Attachment E: Project Location Map**”, to your application?

Yes

7. Have you attached “**Attachment F:** If you are requesting Advance Payment, a Spending Plan”, to your application?

Yes

N/A

8. Have you attached “**Attachment G:** Photo of Project Site Prior to Improvements”, to your application?

Yes

9. Have you attached “**Attachment H:** Project Fact Sheet”, to your application?

Yes

10. Have you attached “**Attachment I:** “Local Match Calculation, Population Benefit, and Population Benefit to Underserved Communities forms”, to your application?

Yes

11. Have you attached “**Attachment J:** If claiming a project benefit to an underserved community in Section 2.1 using a criterion other than one of the five options listed in the program guidelines, the proposed criterion and justification for consideration”, to your application?

Yes

N/A

12. Have you attached “**Attachment K:** Demonstrated Community Need and Project Outcomes forms”, to your application?

Yes

Detailed Engineer's Estimate and Total Project Costs

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:

City of Richmond, Office of the mayor

Date:

1/31/2022

Project Description:

Richmond Intermodal Center Neighborhood Transformation

Project Title

Richmond Intermodal Center Neighborhood Transformation

Project Location:

Richmond CA

Name of Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:

NA

License #:

NA

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)

Cost Breakdown

CCLGP Participating Costs/Items

CCLGP Non-participating Costs/Items

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$		
General Overhead-Related Construction Items											
1			LS					100%			
2			LS					100%			
3			LS					100%			
4			LS					100%			
5			LS					100%			
6			LS					100%			
7			LS					100%			
8			LS					100%			
9			LS					100%			
10			LS					100%			
General Construction Items											
11								100%			
12								100%			
13								100%			
14								100%			
15								100%			
16								100%			
17								100%			
18								100%			
19								100%			
20								100%			
21								100%			
22								100%			
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41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:											
		Construction Item Contingencies (% of Construction Items):									
Total (Construction Items & Contingencies) cost:											

Project Delivery Costs:

Type of Project Cost

Cost \$

Preliminary Engineering (PE)

CCLGP Participating Costs

CCLGP Non-participating Costs

Environmental Studies and Permits(PA&ED):

\$

-

3/4/2022

1 of 2

Detailed Engineer's Estimate and Total Project Costs									
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).									
Project Information:									
Agency:		City of Richmond, Office of the mayor					Date:		1/31/2022
Project Description:		Richmond Intermodal Center Neighborhood Transformation							
Project Title		Richmond Intermodal Center Neighborhood Transformation							
Project Location:		Richmond CA							
Name of Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:						NA		License #:	NA
Plans, Specifications and Estimates (PS&E):		\$	-					"PE" costs / "CON" costs	
Total PE:									25% Max
Right of Way (RW)									
Right of Way Engineering:		\$	-						
Acquisitions and Utilities:		\$	-						
Total RW:		\$	-						
Total Pre-Construction Costs (PE+RW):									
Construction Engineering (CE)									
Construction Engineering (CE):		\$	-					"CE" costs / "CON" costs	
									15% Max
Total Construction Costs:									
				CCLGP Participating Costs			Non-participating Costs		
Total Project Cost:									
Documentation of Non-Participating Costs:									
The Engineer's logic and/or calculations for splitting costs between CCLGP-Participating and Non-participating costs must be documented in this section of the Estimate form.									
Separate logic is required for each item which is partly a participating cost for CCLGP funding or is required for the construction of a non-participating item/element of the project.									
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)								

Attachment D: Checklist for Agencies Considering their Application as a PSR Equivalent

This checklist is for projects with infrastructure elements, that do not have an existing PSR or PSR Equivalent, and are OFF the State Highway System. **Projects with infrastructure elements, that do not have an existing PSR or PSR Equivalent, and are ON the State Highway System should NOT complete this form, and consult their District Contact listed on the CCLGP website about PSRs as soon as possible.** Projects that do not contain infrastructure elements can leave the Attachment D field blank. See the section on Attachment D in the Application Instructions for more details.

Applicants who can use this checklist may consider their completed application with all required attachments as a PSR Equivalent, if the topics listed below are thoroughly addressed in other parts of the application package. Check the box next to each of the below items that have been addressed in the application package.

Project background and history (discussed in Section A.2, “Demonstrated Community Need”, of the Project Narrative).

Inventory of environmental resources, identification of potential environmental issues, and the anticipated environmental processing type. In addition, describe potential mitigation requirements and associated costs. (Discussed in Section A.4, “Project Deliverability”, of the Project Narrative.)

Description of potentially hazardous materials/waste problems, potential mitigation or avoidance measures, and potential costs. (Discussed in Section A.4, “Project Deliverability”, of the Project Narrative.)

Identification of other funding sources, if applicable. (Listed these in Section 1.3, “Summary Budget Information”, in the main application form.)

After all the boxes are checked, save and attach this completed form to your application in the **“Attachment D: For Infrastructure Projects, Project Study Report or Equivalent with Engineer's Stamp”** field.

Attachment I: Local Match Calculation, Population Benefit, and Population Benefit to Underserved Communities forms

Forms to Determine Required Local Match

Step 1. Choose a definition by which to define the community surrounding the project as underserved. See the section Underserved Communities of these guidelines for more information. If the community surrounding the project is considered underserved based on multiple options, choose the option that best supports the community's status as underserved. Per Option 5, Tribal Communities require zero local match, and thus none of these calculations.

Record your choice at the top of Table 1, below.

Step 2. Determine the SOD of the community surrounding the project. Perform this calculation using Table 1 below. When calculating SOD, the same definition of underserved community must be used throughout Table 1.

Table 1. SOD of Community Surrounding the Project Site(s)					
List the Option Used to Determine SOD: (For definitions of each of the 5 options, see the section "Underserved Communities".)					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population	Metric Score of Census Tract using the chosen option listed above.	SOD of Tract (3) x (4)
(1)		(2)	(3)	(4)	(5)
1	Project Site A				
2	Within a ¼ mile radius.				
3	Within a ¼ mile radius.				
4	Within a ¼ mile radius.				
5	Project Site B				
6	Within a ¼ mile radius.				
7	Within a ¼ mile radius.				
8	Within a ¼ mile radius.				
TOTALS					
SOD of Community Surrounding the Project			=	$\frac{\text{Total of Column 5}}{\text{Total of Column 3}}$	=

Additional Rows for Table 1. (Only use this page if needed.)

Table 1. SOD of Community Surrounding the Project Site(s) (CONTINUED)					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population	Metric Score of Census Tract using the chosen option listed above.	SOD of Tract (3) x (4)
(1)		(2)	(3)	(4)	(5)
1	Project Site C				
2	Within a ¼ mile radius.				
3	Within a ¼ mile radius.				
4	Within a ¼ mile radius.				
5	Project Site D				
6	Within a ¼ mile radius.				
7	Within a ¼ mile radius.				
8	Within a ¼ mile radius.				

Step 3. Use Table 2 below to determine the Required Local Match based off the SOD of Community Surrounding the Project.

Table 2. Severity of Disadvantage and Corresponding Local Match Requirement			
SOD Criteria	Ranges for SOD of Community Surrounding the Project	Required Local Match %	
Option 1: Area Median Income (AMI) compared to Statewide Median Income (SMI)*			
Data: Census Tract Level Data from the 2019 American Community Survey 5-year (ACS5) Estimates			
If the AMI SOD of the surrounding community is...	> \$60,188	Then local match is...	50
	\$56,426 to \$60,188		37.5
	\$52,665 to \$56,425		25
	\$48,903 to \$52,664		12.5
	< \$48,903		0
Option 2: CalEnviroScreen 3.0 Percentile Score			
Data: SB 535 List of Disadvantaged Communities or SB 535 Disadvantaged Communities Map			
If the CalEnviroScreen 3.0 SOD of the surrounding community is...	< 39	Then local match is...	50
	39 to 42		37.5
	43 to 46		25
	47 to 50		12.5
	> 50		0
Option 3: Percentage of Students that Receive Free or Reduced Lunches**			
Data: California Department of Education website			
If the Free Lunch SOD of the surrounding community is...	< 75	Then local match is ...	50
	75 to 79		37.5
	80 to 84		25
	85 to 89		12.5
	> 90		0
Option 4: Healthy Places Index (HPI) Score (use overall HPI score only)			
Data: California Healthy Places Index website			
If the HPI SOD of the surrounding community is...	> 25	Then local match is...	50
	21 to 25		37.5
	16 to 20		25
	10 to 15		12.5
	< 10		0
Option 5: Tribal Communities			
Data: List of Federally Recognized Tribal Governments in California			
If the project applicant or sub-applicant is a Federally Recognized Tribal Government or the project area is located within (or partially within) Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), lands owned by or held in trust for an Indian tribe, allotted lands, and/or sensitive tribal areas (which might include areas in which a Native American Tribe has a significant interest such as traditional cultural properties and sacred sites).		Then the local match is...	0
*Communities with a population less than 15,000 may use data at the Census Block Group level. Unincorporated communities may use data at the Census Place level.			
**During the development of these guidelines, the National School Lunch Program started offering free lunches to all students. Thus, if an applicant still wants to use this option, it is recommended that pre-pandemic data be used.			

State your Required Local Match here: _____

Forms for Calculating Population Benefit (PB) (Overall) and Relative PB (Underserved Community)

Step 1. If your project has no infrastructure work, skip to Step 3.

Step 2. If your project has infrastructure work, complete Tables 1 through 5 below. Information from tables 1 through 3 will be used to calculate the Infrastructure Work PB for both the overall and underserved community in Tables 4 and 5, respectively.

Table 1. Infrastructure Work – Direct PB (Overall and Underserved Community)

- On line 1, list the census tract in which the project is located.
- On subsequent lines, list all census tracts within a ¼ mile radius of your project. If your project is large or long, use a ¼ mile from the outer edges. If your project has multiple locations, list the census tracts for each location. Add more rows on the last page if necessary.
- For each census tract listed, provide the information requested. For columns 4 and 5, **consult the CCLGP guidelines on how to define an underserved community**. If you choose “other” as your option, you must submit Attachment J with a justification of your methodology.

Summary of Underserved Community Criteria:

1. Area Median Income < \$60,188.00
2. CalEnviroScreen 3.0 **Score** (not percentile) \geq 39.34
3. National School Lunch Program (pre-pandemic data): At least 75% of Students in the project area are eligible for free or reduced price meals (FRPM).
A school must exist within 1/4 mile of the project site.
4. Healthy Places Index (HPI) Percentile \leq 25

- Total column 3 and column 5.

Table 1. Infrastructure Work- Direct Population Benefit					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population (Overall)	If the tract is underserved community, record the option used to make the determination. (ACS5, SB535, CDEdu, HIP, Other)	Census Tract Population (Underserved) If the tract is an underserved community, also record population in this column.
(1)		(2)	(3)	(4)	(5)
1	Project Site A				
2	Within a ¼ mile radius.				
3	Within a ¼ mile radius.				
4	Within a ¼ mile radius.				
5	Project Site B				
6	Within a ¼ mile radius.				
7	Within a ¼ mile radius.				
8	Within a ¼ mile radius.				
Population Totals		(Overall) =		(Underserved) =	

Table 2. Infrastructure Work – Indirect PB

- List all transits routes with at least one transit stop within a ½ mile radius of your project. If you project is large or long, use a ½ mile from the outer edges. Add more rows on the last page if necessary.
- Total all ridership numbers.

Table 2. Infrastructure Work - Indirect Benefit Population		
Name of Transit Route with at least One Stop within a 1/2 Mile of Project Site(s) (1)		Average Daily Ridership of the Route (2)
1		
2		
3		
4		
5		
6		
7		
Total of the Average Daily Ridership of Qualifying Routes		

Table 3. Infrastructure Work – Dose

Determine the “dose” factor for the infrastructure work, which are the hours the site will be accessible to the public under the improved conditions.

- List all sites and the hours for each site. Add more rows on the last page if necessary.
- Calculate the average number of hours of all sites.

Table 3. Infrastructure Dose		
Infrastructure Site (1)		Hours Improved Site Accessible to Public (2)
1		
2		
3		
4		
5		
6		
7		
Average of Hours if Project Contains Multiple Sites		

Table 4. Infrastructure Work PB (Overall)

Use information from Tables 1-3 to complete Table 4.

Table 4. Infrastructure Work PB (Overall)						
(Direct PB (Table 1, Column 3) (1)	+	Indirect PB) (Table 2, Column 2) (2)	×	Dose (Table 3, Column 2) (3)	=	Infrastructure Work PB (Overall) (4)
(+)	×		=	

$$[(1)+(2)] \times (3) = (4)$$

Table 5. Infrastructure Work PB (Underserved Community)

Use information from Tables 1-3 to complete Table 5.

Table 5. Infrastructure Work PB (Underserved Community)						
(Direct PB (Table 1, Column 5) (1)	+	Indirect PB) (Table 2, Column 2) (2)	×	Dose (Table 3, Column 2) (3)	=	Infrastructure Work PB (Underserved Community) (4)
(+)	×		=	

$$[(1)+(2)] \times (3) = (4)$$

Step 3: If your application proposes educational campaigns or events about litter abatement, proper waste disposal, or how to do sanctioned artwork (as opposed to vandalism), use Table 6 to calculate PB of each non-infrastructure activity and total. If your application does not propose these activities, skip to Step 4.

Table 6. Non-Infrastructure Work PB

- **Reach** = Number of people reached at least once by an educational campaign or eligible event.
- **Dose** = Number of times the campaign will run, or the event will be held.

Table 6. Non-Infrastructure Work (NI) PB						
NI Activity Number	NI Activity Name	Activity Reach (1)	x	Activity Dose (2)	=	PB of NI Activity (3)
1			x		=	
2			x		=	
3			x		=	
4			x		=	
Total NI Work PB						

Step 4. Calculate the Project's Population Benefit (Overall). This score will be graded by the Department on a curve relative to all applications submitted. The number of points the applicant will be awarded for Scoring Component 2, Project Population Benefit, will be granted accordingly. The maximum number of points is 20.

Table 7. Project's PB (Overall)

Table 7. Project's PB (Overall)				
Infrastructure Work PB (Overall) (From Table 4, Column 4) (1)	+	Non-Infrastructure Work PB (From Table 6, Column 3) (2)	=	Project's PB (Overall) (3)
	+		=	

Step 5. Calculate the Project's Population Benefit (Underserved Community).

Table 8. Project's PB (Underserved Community)

Table 8. Project's PB (Underserved Community)				
Infrastructure Work PB (Underserved Community) (From Table 5, Column 4) (1)	+	Non-Infrastructure Work PB (From Table 6, Column 3) (2)	=	Project's PB (Underserved Community) (3)
	+		=	

Step 6. Calculate the Project's *Relative* Population Benefit to the underserved community.

Table 9. Project's Relative PB to Underserved Communities				
Project's PB (Underserved Community) (From Table 8, column 3) (1)	÷	Project's PB (Overall) (From Table 7, column 3) (2)	=	Project's Relative PB (Underserved Community) (3)
	÷		=	

Step 7. Calculate the number of points you, the applicant, will be awarded for Scoring Component 3, Project's *Relative* Population Benefit to the Underserved Community. The maximum number of points is 35.

Table 10. Applicant's Points for Scoring Component 3, Project's Relative PB (Underserved Community)

Table 10. Scoring Component 3, Project's Relative PB (Underserved Community)				
Project's Relative PB (Underserved Community) (From Table 9, column 3) (1)	×	Maximum Possible Points (2)	=	Score (Pts.) (3)
	×		=	

Examples of completed calculation forms based on a fictitious project can be found in Appendix A.4.

Additional rows for Tables 1 and 2. (Only use these pages if needed.)

Table 1. Infrastructure Work- Direct Population Benefit (CONTINUED)					
Location Relative to Project Site(s)		Census Tract Number	Census Tract Population (Overall)	If the tract is underserved community, record the option used to make the determination. (ACS5, SB535, CDEdu, HIP, Other)	Census Tract Population (Underserved) If the tract is an underserved community, also record population in this column.
(1)		(2)	(3)	(4)	(5)
9	Project Site C				
10	Within a ¼ mile radius.				
11	Within a ¼ mile radius.				
12	Within a ¼ mile radius.				
13	Project Site D				
14	Within a ¼ mile radius.				
15	Within a ¼ mile radius.				
16	Within a ¼ mile radius.				

Table 2. Infrastructure Work - Indirect Benefit Population (CONTINUED)		
Name of Transit Route with at least One Stop within 1/2 Mile of Project Site(s)		Average Daily Ridership of the Route
(1)		(2)
8		
9		
10		
11		
12		
13		
14		
15		

Additional rows for Tables 3 and 6. (Only use these pages if needed.)

Table 3. Infrastructure Dose (CONTINUED)		
Infrastructure Site (1)		Hours Improved Site Accessible to Public (2)
8		
9		
10		
11		
12		
13		
14		
15		

Table 6. Non-Infrastructure Work (NI) PB (CONTINUED)						
NI Activity Number	NI Activity Name	Activity Reach (1)	x	Activity Dose (2)	=	PB of NI Activity (3)
5			x		=	
6			x		=	
7			x		=	
8			x		=	
9			x		=	
10			x		=	
11			x		=	
12			x		=	
13			x		=	
14			x		=	
15			x		=	
16			x		=	

Reset Form by Clicking the Box Below

Note: This will clear ALL data in the form.

Attachment K1. Demonstrated Need Assessment Form:

This table measures the demonstrated need of the community to execute the goals of the program; the community's need for waste and debris reduction, beautification, enhanced public health, cultural connection, or other need. This component is worth a maximum of 50 points and up to 25 percent of the total application score. The score is based on the applicant's answers to questions about **existing site** or community conditions. The form has five (5) sections, each relating to a program goal or objective. **Within each section, choose a maximum of two (2) questions to answer**, for a total of 10 questions. All applicants must answer question 1-1, as one of their two questions in Section 1.

Agency:

Table 1: Demonstrated Community Need Assessment Form

Section 1: Answer question 1-1, and one other question of your choice.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Points Guidance	Applicant Response	Applicant's Self Score
To reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.	1 -1	5	Describe the evidence there is a recurring litter or land misuse in the project area under existing conditions. Summarize trash collection data or other empirical data.	Range 0 – 5 pts. No evidence = 0 pts	Use box below	Use box below
	1-2	5	Under existing conditions, does the project site have adequate signage and amenities for proper waste disposal or prevention?	No = 5 pts. Somewhat = 3 pts. Yes = 0 pts.		
	1-3	5	Under existing conditions, does the site have physical features to discourage inappropriate waste disposal or dumping?	No = 5 pts. Somewhat = 3 pts. Yes = 0 pts.		
	1-4	3	Under existing conditions, does the proposed community or project site lack educational programs or events about litter abatement or proper waste disposal?	Yes = 3 pts. Somewhat = 2 pts. No or N/A = 0 pts.		

Section 2: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.	2-1	5	Under existing conditions what percentage of the project site needs beautification?	0-20% = 1 pt. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. >80% = 5 pts.		
	2-2	5	Under existing conditions, what percentage of the project site is not functional and/or accessible for community use?	0-20% = 1 pt. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. >80% = 5 pts.		
	2-3	5	Based on the hours the project site is open, approximately what percentage of time is it significantly underutilized?	0-20% = 1 pt. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. >80% = 5 pts.		
	2-4	5	What percentage of the project site is negatively affected by graffiti or other vandalism?	0-20% = 1 pt. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. >80% = 5 pts.		

Section 3: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation	3-1	5	Does the project area currently prevent a critical connection to daily life destinations such as school, medical care, jobs, or groceries via walking, biking, or transit?	Yes = 5 pts. Somewhat = 3 pts No = 0 pts.		
	3-2	5	Is the public space a barrier or hazard on a walking or biking route?	Yes = 5 pts. Somewhat = 3 pts No = 0 pts.		
	3-3	5	Is the existing public recreation space unusable for its intended purposes?	Yes = 5 pts. Somewhat = 3 pts No = 0 pts.		
	3-4	5	Under existing conditions, are there adequate/sufficient recreation places in the community?	No = 5 pts. Somewhat = 3 pts Yes = 0 pts.		
	3-5	3	Under existing conditions, are there enough places to sit at the project site?	No = 3 pts. Somewhat = 2 pts Yes = 0 pts.		
	3-6	5	Does the existing project site lack features or elements that connect it to the culture or history of the surrounding community?	Yes = 5 pts. Somewhat = 3 pts No = 0 pts.		

Section 4: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
To advance equity for underserved communities.	4-1	5	How does the percentage of usable public space in the underserved community compare to the region's average?	Below Avg. = 5pts. Avg. = 3 pts Above Avg. = 0 pts.		
	4-2	5	Is the project area an underutilized connection in an underserved community?	Yes = 5 pts. Somewhat = 3 pts. No or N/A = 0 pts.		
	4-3	5	Is the project site an underutilized public space in an underserved community?	Yes = 5pts. Somewhat = 3 pts. No or N/A = 0 pts.		
	4-4	5	Does the space function for people with disabilities or special needs?	No = 5pts. Somewhat = 3 pts. Yes or N/A = 0 pts.		

Section 5: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Community Need Assessment Question	Point Guidance	Applicant Response	Applicant's Self Score
Greening to provide shade, reduce urban island effect, and use native, low-water plants.	5-1	5	Under existing conditions what percentage of the space is landscaped and/or soft-scaped?	0-20% = 5 pts. 21-40% = 4 pts. 41-60% = 3 pts. 61-80% = 2 pts. 81-100% = 1 pts.		
	5-2	5	Under existing conditions, what percentage of landscape lacks native or low-water plants?	0-20% = 1 pt. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. 81-100% = 5 pts.		
	5-3	5	What percentage of the space is unusable due to lack of shade at midday?	0-20% = 1 pts. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. 81-100% = 5 pts.		
	5-4	5	What percentage of the project site is unusable due to excessive heat at midday?	0-20% = 1 pts. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. 81-100% = 5 pts.		
	Total Score from Sections 1 to 5: Community Need Assessment (Max Possible Points is 50)					

Attachment K2. Project's Outcomes Assessment Form:

This form measures the proposal's potential to accomplish the goals of the program. This component is worth a maximum of 40 points and up to 20 percent of the total application score. The score is based on the applicant's answers to questions about anticipated project results. The form has five (5) sections, each relating to a program goal or objective. **Within each section, choose a maximum of two questions to answer, for a total of 10 questions.**

Table 2: Project's Outcomes Assessment Form

Section 1: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.	1-1	4	By what percentage will the waste and debris within the project site be reduced.	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	1-2	3	By what percentage will the signage and amenities for proper waste disposal or prevention increase at the project site?	0-33% = 1 pt. 34-66% = 2 pts. 67-100% = 3 pts.		
	1-3	4	What is the estimated reduction of waste or debris at the project site because of new physical features to discourage inappropriate waste disposal or dumping?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	1-4	3	What is the percent increase in the number of educational programs or events about litter abatement and proper waste disposal?	0-33% = 1 pt. 34-66% = 2 pts. 67-100% = 3 pts.		
	1-5	3	What is the percent increase in the number of litter pickup and waste disposal events?	0-33% = 1 pt. 34-66% = 2 pts. 67-100% = 3 pts.		

Section 2: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To enhance, rehabilitate, restore, or install measures to beautify and improve public spaces.	2-1	4	By what percentage will the project site be beautified or improved?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	2-2	4	By what percentage do the improvements increase the number and/or diversity of viable uses in the project site?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	2-3	5	By what percentage do the improvements increase access to the project site?	0-20% = 1 pt. 21-40% = 2 pts. 41-60% = 3 pts. 61-80% = 4 pts. 81-100% = 5 pts.		
	2-4	4	By what percentage will the quantity of human scale, energy conserving lighting be increased?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	2-5	4	What percentage of project site will be improved with anti-graffiti/anti-vandalism solutions?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	2-6	4	Will visual art pieces be added to the project site?	2 or more = 4 pts. 1 = 3 pts.		
	2-7	4	What is the percentage increase in educational programs informing the community how to do sanctioned public artwork (as opposed to vandalism/graffiti)?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		

Section 3: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
To enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation	3-1	4	Will the project create or enable a critical connection to daily life destinations such as school, medical care, jobs, or groceries via walking, biking, or transit?	Yes = 4 pts. Somewhat = 2 pts. No or N/A = 0 pts.		
	3-2	4	Will the project improve a walking or biking route?	Yes = 4 pts. Somewhat = 2 pts. No or N/A = 0 pts.		
	3-3	4	Will the project improve or rehabilitate an existing public recreation space?	Yes = 4 pts. Somewhat = 2 pts. No or NA = 0 pts.		
	3-4	4	Will the project add new recreation space to the community?	Yes = 4 pts. Somewhat = 2 pts. No or NA = 0 pts.		
	3-5	4	By what percentage will the project site(s) be improved for walking or recreation?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	3-6	4	Will the improved project site incorporate features or elements that connect it to the culture or history of the surrounding community?	Definitely = 4 pts. Sufficiently = 3 pts. Somewhat = 2 pts. A little = 1 pt. Not at all = 0 pts.		

Section 4: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Questions	Point Guidance	Applicant Response	Applicant's Self Score
Advance equity for underserved communities.	4-1	4	What percentage of census tracts within a 1/4 mile of the project site qualify as underserved?	> 51% = 4 pts. 40-50% = 3 pts. 20-39% = 2 pts. < 20% = 1 pts.		
	4-2	4	What percentage of transit routes within a 1/2 mile of the project site reach an underserved community?	> 51% = 4 pts. 40-50% = 3 pts. 20-39% = 2 pts. < 20% = 1 pts.		
	4-3	4	Will the project create or improve access to a key connection across a major physical barrier in an underserved community?	Yes = 4 pts. Somewhat = 2 pts. No or N/A = 0 pts.		
	4-4	4	Will the improved project site function for people with disabilities or special needs?	Yes = 4 pts. Somewhat = 2 pts. No or N/A = 0 pts.		

Section 5: Answer 2 questions below.						
Program Goal or Objective	ID #	Max. Poss. Pts.	Project's Outcomes Question	Point Guidance	Applicant Response	Applicant's Self Score
Greening to provide shade, reduce urban island effect, and use native, low-water plants.	5-1	4	What is the anticipated decrease in impervious surfaces at the project site?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	5-2	4	What will be the percent increase in native, drought tolerant plantings?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
	5-3	4	What is the anticipated percent increase of shade measured at the noon hour?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4pts.		
	5-4	4	What is the anticipated increase of greening or tree canopy?	0-25% = 1 pt. 26-50% = 2 pts. 51-75% = 3 pts. 76-100% = 4 pts.		
Total of Scores from Sections 1 to 5: Project Outcomes (Max Possible is 40)						

Clean California Local Grant Program Fact Sheet

Project Title:

Project Sponsor:

Primary Contact:

Name	Title	Organization	Email	Phone

Project Location(s)

Assembly District	Senate District	Congressional District	Caltrans District	County/Counties	City/Cities	Route(s)

Project Scope

Briefly describe the project. Provide basic details about project type, purpose and need, etc. Limit to 95 words.

Project Cost

Total Project Cost:		Total CCLGP Request:	
---------------------	--	----------------------	--

Project Schedule

Project Start Date		Project End Date	
--------------------	--	------------------	--

Project Benefits

Briefly describe the project outcomes/outputs, including any benefits to underserved communities. Limit to 95 words.

Non-Infrastructure Cost Proposal Work Plan Estimates			
Fill in the following items:			
Date: (1)	1-Feb-22		
Implementing Agency Name: (2)	City of Richmond, Office of the Mayor		
Project Title: (3)	Richmond Intermodal Center Neighborhood Transformation		
Project Description: (4)	City of Richmond will partner with the Richmond Main Street Project (RMSI), COBIZ, BART, Amtrak, and AC Transit to transform and activate this area into a safe and attractive neighborhood.		
Enter information in each Task Tab, as it applies (Task A, Task B, Task C, Task D, etc.)			
<i>For Department use only</i>			
You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that apply:			
Task Summary:			
Click the links below to navigate to "Task Details" tabs:	Enter the Task Name from Each Itemized Task		
Task	Task Name	Total CCLGP \$	Total Cost \$
Task "A"	Cleanup and Abatement	\$554,272	\$554,272
Task "B"	Enhanced Landscaping	\$682,400	\$682,400
Task "C"	Weekly Events and Performances	\$513,344	\$513,344
Task "D"	Extend Life of Visitor Center	\$315,000	\$315,000
Task "E"	Hazard Abatement and Ped Safety	\$527,500	\$527,500
Task "F"	Security	\$771,220	\$771,220
Task "G"	Marketing and Branding	\$192,400	\$192,400
Task "H"	Expand Internet Access	\$250,000	\$250,000
Task "I"		\$0	\$0
Task "J"		\$0	\$0
Total for all Tasks		\$3,806,136	\$3,806,136

**CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION**

CCLGP-AP001 (NEW 11/2021)

I. PROJECT DESCRIPTION**1.1 PROJECT INFORMATION**

Assembly District	Senate District	Congressional District
15	9	11
Caltrans District: 4		

Notes:

* Fill out the information in this table based on project location, rather than location of the primary project applicant. If a project contains multiple locations, enter information for each location.

** For information on Senate, Assembly, and Congressional Districts, see:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=4c2e0aba9e174138a794a98e82cb22cc>.

1.2 LOCATION INFORMATION*

Does this project encroach onto Caltrans right-of-way? ☐ Yes ☒ No

Location Information - Local Jurisdiction

Begin Latitude of Parameters**	Begin Longitude of Parameters**	End Latitude of Parameters**	End Longitude of Parameters**	Description***	Street Address	City	Zipcode
(x) 37.930	(y) 122.350	(x) 37.930	(y) 122.350	Richmond BART	1700 Nevin Ave.	Richmond	94801

Location Information - State Highway System

Description***	Caltrans District	County	Route	Route Suffix	Begin Postmile Prefix	Begin Postmile****	Begin Postmile Suffix	End Postmile Prefix	End Postmile****	End Postmile Suffix

Notes:

* Projects can include multiple locations. Provide Latitude and Longitude Parameters, as well as a brief description for each location in your project.

** Please provide this in the following format: [(x) ###.#####], ((y) ###.#####); x=Latitude and y=Longitude

*** For example, is the location a park, path, bus stop, viaduct, etc.?

****The Postmile fields are only applicable for streets that are part of the State Highway System. If a location is a single point, then provide the same begin and end postmile values. Link to Postmile Lookup: <https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html>.

1.3 SUMMARY BUDGET INFORMATION

Project Title	Richmond Intermodal Center Neighborhood Transformation	
Grant Amount Requested*	\$3,806,136	
Total Project Cost	\$3,806,136	
Local Match %	0	
Total Cash Local Match	\$0	
Total Third-Party In-Kind Local Match	\$0	
Total Local Match	\$0	
Does this project involve funding from other programs?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes to the above, please select all the different types of other funding programs that apply and provide summary information for each program	If any program or fund types are checked below, please state the program or fund name and total amount received from each. <input type="checkbox"/> Federal Programs <div></div> <input type="checkbox"/> State Programs	

**CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION**

CCLGP-AP001 (NEW 11/2021)

		<input type="checkbox"/> Local Funds
		<input type="checkbox"/> Private Fund
ADVANCE PAYMENT INFORMATION		
Are you seeking advance payment?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
What is the total value of your advance payment request?		
What is the advance payment as a percentage of the grant award?		
Notes: * For this table, round amounts up to the nearest thousand.		
1.4 PRIMARY PROJECT APPLICANT INFORMATION		
CONTACT NAME Tom Butt	TITLE Mayor	ORGANIZATION City of Richmond
PHONE NUMBER 510-220-1577	EMAIL ADDRESS tom.butt@intres.com	
AGENCY TYPE - Check which of the following best describes your agency		
<input checked="" type="checkbox"/> Local or Regional Public Agency <input type="checkbox"/> Transit Agency <input type="checkbox"/> Federally Recognized Tribal Government		
<input type="checkbox"/> Other Public Agency - Indicate here what type of agency your organization is: _____		
1.5 PRIMARY PROJECT APPLICANT MARKETING/COMMUNICATIONS CONTACT INFORMATION		
CONTACT NAME Tom Butt	TITLE Mayor	ORGANIZATION City of Richmond
PHONE NUMBER 510-220-1577	EMAIL ADDRESS tom.butt@intres.com	
1.6 SUB-APPLICANT INFORMATION (IF APPLICABLE)		
CONTACT NAME Andrea Portillo-Knowles	TITLE Executive Director	ORGANIZATION Richmond Main Street Initiative
PHONE NUMBER 510-236-4049	EMAIL ADDRESS admin@richmondmainstreet.org	
AGENCY TYPE - Check which of the following best describes your agency		
<input type="checkbox"/> Local or Regional Public Agency <input type="checkbox"/> Transit Agency <input type="checkbox"/> Federally Recognized Tribal Government		
<input checked="" type="checkbox"/> Other Public Agency - Indicate here what kind of agency your organization is: <u>Business Improvement District</u>		
1.7 PROJECT OVERVIEW		
Will this project displace people experiencing homelessness?		
<input type="checkbox"/> Yes (Note: Project is ineligible for funding)		
<input checked="" type="checkbox"/> No		
Indicate what elements are included in the project(s). Check all that apply.		
<input type="checkbox"/> ENHANCED INFRASTRUCTURE		
<input checked="" type="checkbox"/> ENHANCED NON-INFRASTRUCTURE - Litter Abatement Events and/or Educational Programs		
Estimated Installation/Construction Complete Date: <u>June 30, 2024</u> (Note: Must BE ON OR before June 30, 2024)		
SUB-AGREEMENTS		

**CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION**

CCLGP-AP001 (NEW 11/2021)

Is this project associated with any other Caltrans projects?

☐ Yes - If Yes, enter Caltrans Contact Email: _____☒ No**1.8 PROJECT DESCRIPTION**

PROVIDE GENERAL PROJECT DESCRIPTION (Max of 150 words)

The City of Richmond will partner with the Richmond Main Street Project (RMSI), Urban Tilth, COBIZ, BART, Amtrak, and AC Transit to transform and activate this area into a safe and attractive neighborhood that can reach its full potential as a regional transportation hub. Improvements will include landscaping, Internet access, wayfinding, lighting and security improvements as well as indoor and outdoor activities such as music, markets and art that activate public spaces and attract people for activities other than just transportation. Comingled responsibilities of multiple public agencies has made both maintenance and improvements historically difficult and therefore substandard, with much falling between the cracks, but a goal of this project is better coordination and cooperation.

1.9 PURPOSE AND NEED

PROVIDE PURPOSE AND NEED OF PROPOSED ELEMENTS (Max of 150 words)

The Richmond Intermodal Transportation Station is the only location in the San Francisco Bay Area that combines access to BART, AMTRAK/ Capitol Corridor and AC Transit. Bikeshare also available with connections to the Richmond Greenway/Ohlone Greenway and San Francisco Bay Trail. Pre-Covid, there were 8,000 boardings a day, making it the most pedestrian active place in Richmond.

In the immediate neighborhood is COBIZ, a business incubator, several restaurants, retail stores and TODs, including affordable housing, East Bay Center for Performing Arts and the Richmond Visitor Center. The location is connected to the Richmond Civic Center six blocks away by the Nevin Avenue Pedestrian Improvement Project. Unfortunately, the area is run down, poorly maintained, unattractive and suffers from both actual crime and a perception that it is unsafe. The purpose of this project is to improve landscaping, lighting, Internet access and wayfinding to make the area safer, more attractive and more usable.

**CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION**

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II. UNDERSERVED COMMUNITIES**2.1 ANALYSIS OF BENEFITS TO UNDERSERVED COMMUNITIES***

Is this project located in an underserved community?

☒ Yes☐ No☐ Partially located in an underserved community

List all the census tract number(s) applicable to the project**

Census Tract: 3760.00

Median Household Income

What percentage of the total grant request will go towards benefiting underserved communities?

100.00%

Notes:

* See section "Underserved Communities" in the Program Guidelines for definitions of historically excluded, disadvantaged, or underserved communities.

** Link to Census Tract Lookup: https://data.census.gov/cedsci/?intcmp=aff_cedsci_banner**2.2 LOCAL MATCH REQUIREMENT***

What was the criteria used to determine the applicant's required local match?

☒ Median Household Income☐ CalEnviroScreen 3.0☐ Free or Reduced Priced School Meals☐ Healthy Places Index☐ Native American Tribal Lands☐ Other _____☐ Not ApplicableWhat is your community's required local match,
as a percentage of total project costs?**

0

Total Value of Cash Local Match

\$0

Total Value of Third-Party In-Kind Local Match

\$0

Total Value of Local Match

\$0

Notes:

* Costs incurred prior to or after the end date of an executed agreement are not eligible for reimbursement and will not be counted towards local match requirements. See the Accounting Requirements section of the Program Guidelines for details.

** See Table 2 "Severity of Disadvantage Thresholds for Determining Local Match" in the Program Guidelines for how to determine the local match required.



III. ATTACHMENTS

3.1 ATTACHMENTS

Below is a list of all the possible attachments you can include. See Application Instructions for details on what the attachments should include.

Use the "Attach" button under each attachment type to upload the file.

The maximum file size for attachment D, E, and G is 25MB each and 5MB for all other files.

REQUIRED ATTACHMENTS:

OPTIONAL ATTACHMENTS:

**IV. PROJECT OUTCOMES**

Enter values in the Total column for just the Outputs that apply to your project.

4.1 PROJECT OUTCOMES

Category	Output	Unit	Total
Litter Abatement	Litter Collected	Cubic Yards	250
	Public Space Cleaned	Square Feet	10000
	Anti-Littering Signs	Number of Signs	25
	Waste Bins	Number of Bins	25
Transit Center Improvements	Litter Collected	Cubic Yards	250
	Beautification of Space	Number of Bus Stops Beautified	1
		Number of Transit Centers Beautified	1
		Number of Art Installations	10
Enhance Public Health	Increased Walking Paths, Bike Paths, Children's Play Areas	Square Feet	10000
Beautification	Art Installations	Number of Installations	10
		Square Footage of Installations	1000
	Urban Heat Island Reduction	Decrease in Temperature by Degrees Fahrenheit at each Improved Site, Measured at the Noon Hour	2
	Shade Trees Planted	Number Planted	50
	Drought-Tolerant, Native Plants	Number Planted	250
Enhanced Use	Furniture Added	Number of Seats Added	25
	Play Equipment Installed	Number of Play Equipment Features Installed	0
	Public Space Reclaimed for Public Use or Added for Public Use	Square Feet	10000
	Increased Use of Existing Public Space	Increased Number of Hours per Day Available	4
Enhanced Community Connection	Wayfinding Signage	Number of Signs Added	25
	Community/Historical Signs and Markers	Number of Signs Added	25
Jobs and Volunteer Positions Created	New Permanent or Temporary Jobs Created and Number of Artists Supported by the Prime Awardee and all Consultants/ Contractors to Implement or Maintain the Project(S)	Number of Permanent Persons Hired	10
		Number of Temporary Persons Hired	10
		Number of Artists Supported	10

**CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION**

Category	Output	Unit	Total
Pavement and Support Elements	Enhanced Paving (permeable surface or pavement alternatives, such as wood chips)	Square Feet	5000
	Decreased Pavement	Square Feet	0
	Upgraded or Improved Permanent Irrigation Systems	Linear Feet	500
	Bioretention Swales and other Green Street Elements	Each	0
	Energy-Conserving Lighting Installed	Number of Energy-Conserving Lights Installed	100
	Renewable Energy Technologies (e.g. solar panels)	Each	0
	Installations of Water Fountains	Number of Water Fountains Installed	5
	Installation or Refurbishment of Bathrooms	Number of Toilets Installed or Refurbished	0
	Architectural Fencing (not chain-link)	Linear Feet	0
	Shade Structures (not including shade trees - see Beautification category)	Number of Shade Structures	0
Education	Campaigns	# of Campaigns	10
		Reach of the Campaigns	10000
		Frequency of the Campaigns	10
	Community Events	# of Events	10
		# of Attendees	10000

**CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP) APPLICATION**

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V. SIGNATURES**IMPORTANT:** Applications will not be accepted without all required signatures.

Primary Applicant: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board. The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with CCLGP funds and they are the Chief Executive Officer, Public Works Director or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

5.1 AUTHORIZED OFFICIAL (PRIMARY APPLICANT) SIGNATURE

Print Full Name	Tom Butt		
Title	Mayor		
Phone	510-220-1577		
Email	tom.butt@intres.com		
Date	February 1, 2022	Signature	Tom Butt Digitally signed by Tom Butt Date: 2022.01.31 18:21:18 -08'00'

A.1 PROJECT LOCATION AND DESCRIPTION

The project is located at the Richmond Transit Hub, a regional multimodal facility that combines BART, AMTRAK/Capitol Corridor, AC Transit Bus Service and Bikeshare as well as access to Taxis, Lyft and Uber and a new on-demand shuttle service.

The City of Richmond will partner with the Richmond Main Street Project (RMSI), Urban Tilth, COBIZ, BART, Amtrak, and AC Transit to transform and activate this area into a safe and attractive neighborhood that can reach its full potential as a regional transportation hub. Improvements will include landscaping, Internet access, wayfinding, lighting and security improvements as well as indoor and outdoor activities such as music, markets and art that activate public spaces and attract people for activities other than just transportation. Comingled responsibilities of multiple public agencies have made both maintenance and improvements historically difficult and therefore substandard, with much falling between the cracks, but a goal of this project is better coordination and cooperation.

The Richmond Intermodal Transportation Station is the only location in the San Francisco Bay Area that combines access to BART, AMTRAK/Capitol Corridor and AC Transit. Bikeshare also available with connections to the Richmond Greenway/Ohlone Greenway and San Francisco Bay Trail. Pre-Covid, there were 8,000 boardings a day, making it the most pedestrian active place in Richmond.

On January 31, 2022, Richmond will launch Richmond Moves, the city's first on-demand public shuttle service. Richmond Moves will expand access to efficient, equitable, and sustainable transportation in the Richmond community, particularly for neighborhoods that are underserved by other mobility options. This will provide a critical link to Richmond's ferry terminal, only a mile away.

In the immediate neighborhood is COBIZ, a business incubator, several restaurants, retail stores and TODs, including hundreds of units of affordable housing, East Bay Center for Performing Arts and the Richmond Visitor Center. The location is connected to the Richmond Civic Center six blocks away by the Nevin Avenue Pedestrian Improvement Project. Unfortunately, the area is run down, poorly maintained, unattractive and suffers from both actual crime and a perception that it is unsafe. The purpose of this project is to improve landscaping, lighting, Internet access and wayfinding to make the area safer, more attractive and more usable.



Figure 1 - Richmond Shuttle destinations include the Richmond Transit Hub and the Richmond Ferry

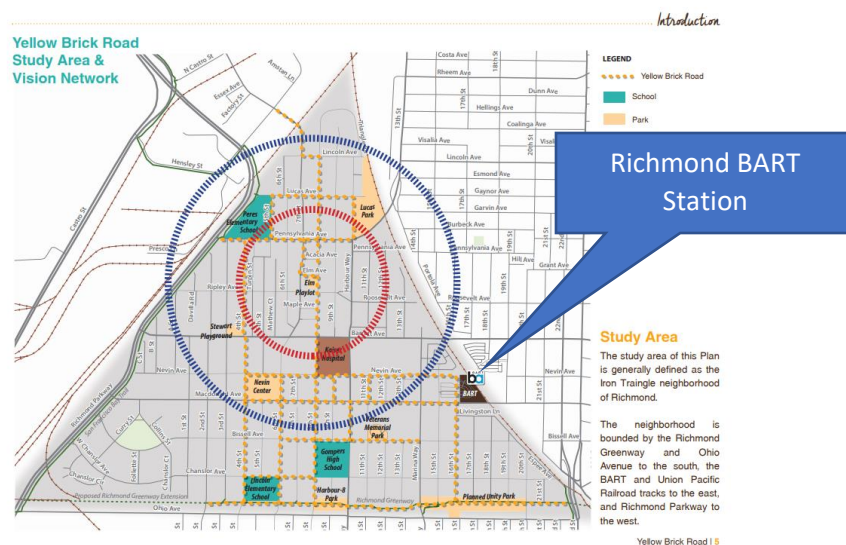




Figure 4 - Existing Bikeshare

A.2 DEMONSTRATED COMMUNITY NEED

- **Goal 1. Reduce the Amount of Waste and Debris:** Because of the number of people who pass through the project area (8,000 daily boardings pre-COVID), trash accumulation is constant. Reducing or eliminating the amount of trash is key to making the area more welcoming and attractive as well as safer.



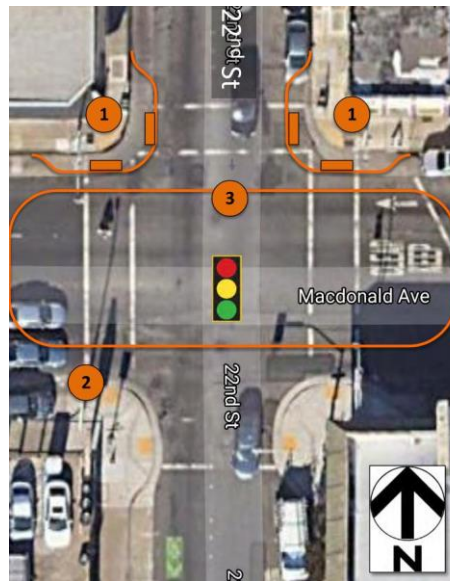
Figure 5 - Waste and debris are currently the norm

- **Goal 2. Beautify and Improve Public Space:** Public landscaping in and around the Transit Plaza is sparse, and what is there is badly neglected. It is gray and drab. Additional trees, flowers and ground cover, properly maintained, is a critical part of this project. Use of drought tolerant native plants is preferred.



Figure 6 - Example of empty tree well

- **Goal 3. Improving Public Spaces for Walking and Recreation:** Sidewalks in the area are suffering from cracking and uplifts that pose a safety hazard. Street intersection do not comply with best practices for pedestrian safety. The Transit Plaza is covered with chewing gum that has accumulated for years makes it unattractive with an appearance of neglect. Graffiti is rampant. Wayfinding needs to be greatly improved.



Macdonald Ave / 22nd St

Crossing time too short for manual wheelchair due to Macdonald's pronounced crown and poorly conformed gutter joint at NW corner.
Diagonal ramps at NW & NE corners.
No ped head, SW corner facing N.

1. Bulb out NW and NE corners, install directional ramps, address gutter conform issue.
2. Install ped head on SW corner facing N.
3. At next opportunity, remove excess crown from Macdonald.

Figure 7 - Pedestrian improvements are needed to make intersections safer and more accessible

- **Goal 4. Advance Equity for Underserved Communities:** The project is located in Richmond's Iron Triangle, the City's most underserved community with the highest poverty rate. It is largely a community of color and has been designated as an Opportunity Zone. This project will improve business opportunities and create jobs in the community and improve the quality of life for its residents.

- The Iron Triangle is a historic neighborhood in the center of Richmond. Its one square mile was originally defined by three major railroad lines that formed a triangle around its border, hence

its name. Today, its southern boundary is the Richmond Greenway, a multi-use path that was constructed in the former Atchison-Topeka and Santa Fe Railroad corridor.

- The Neighborhood Has Good Bones: Historic and architecturally notable houses, a well-laid-out street grid with short, walkable blocks, and a major regional transit hub (Richmond is the only Bay Area city with a direct BART-to Amtrak connection). Demographics:
 - According to the 2010 US Census, the Iron Triangle neighborhood was 60% Latino, 27% African-American, 5% Asian, 7% other. The Iron Triangle is a historic center for African Americans who came from the South to work in the Richmond shipyards and the recent population trend has been an increase in Latinos, including immigrants from Mexico and Central America
- Economics: Low-income and working poor; 50% of children live in poverty.
- Environment: The Chevron Richmond Refinery, Port of Richmond, Richmond Parkway, railroad lines, and industrial uses contribute to poor air quality, few trees or natural areas.
- Challenges: Unemployment, blight and decay, beleaguered and underfunded schools, little access to healthy foods, persistent health problems including asthma and obesity, high levels of violent crime, dangerous streets, and hopelessness.

Income

\$18,624

Per capita income

about three-fifths of the amount in Richmond: \$31,089

about two-fifths of the amount in Contra Costa County: \$48,178

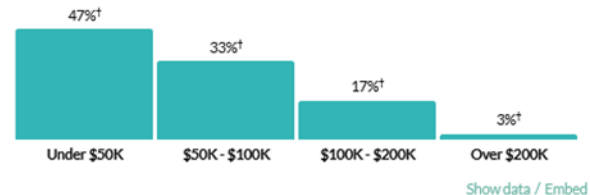
\$51,250

Median household income

about three-quarters of the amount in Richmond: \$68,472

about half the amount in Contra Costa County: \$99,716

Household income



Poverty

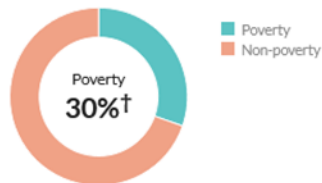
22%

Persons below poverty line

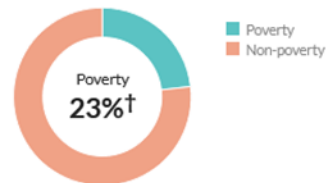
about 1.5 times the rate in Richmond: 14.7%

more than double the rate in Contra Costa County: 8.7%

Children (Under 18)



Seniors (65 and over)



Transportation to work

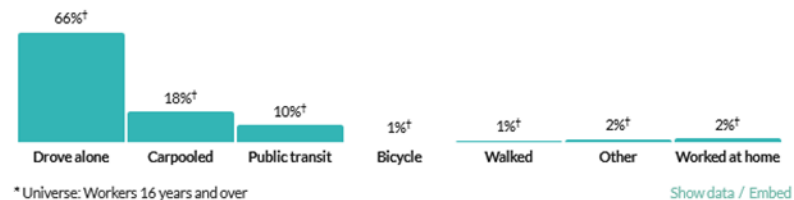
35 minutes

Mean travel time to work

about the same as the figure in Richmond: 35.7

about 90 percent of the figure in Contra Costa County: 38.7

Means of transportation to work



A.3 PUBLIC ENGAGEMENT

- This project is consistent with the following General Plan goals and actions:
 - **Goal ED4: A Revitalized Downtown Promote Downtown and Macdonald Avenue as the heart of Richmond’s cultural and civic life by encouraging a blend of retail, office space and personal service establishments. Contribute to the Downtown’s vitality by providing safe, clean streets with signature urban design elements that announce entry into Central Richmond and higher density housing that is well served by transit.**
 - **Policy ED4.2 Safe and Walkable Streets Provide a safe and comfortable walking environment in the Downtown and along Macdonald Avenue. Encourage land uses, design guidelines, landscaping and infrastructure that supports active use of public areas. Higher level of use will contribute to more “eyes-on-the-street” that deters crime and supports economic activity**
 - **Well-Maintained Properties Encourage owners to maintain their property in the Downtown and along the Macdonald Avenue and its surrounding residential neighborhoods. Improving the physical appearance of properties is a critical step towards attracting new residents, employers and visitors to Richmond.**
 - **Arts and Cultural Resources Support arts resources in the Downtown and along Macdonald Avenue. The Richmond Art Center and East Bay Center for Performing Arts are prime assets for enhancing Richmond’s identity and image, and can help attract visitors and community members to Downtown Richmond**
 - **Action ED4.A Macdonald Avenue Economic Revitalization Plan Continue to update and implement the Macdonald Avenue Economic Revitalization Plan. The Plan calls for new development along Macdonald Avenue’s eastern end to concentrate activity around the rebuilt Macdonald Avenue/Interstate 80 Regional Shopping Center by taking advantage of the site’s access to Interstate 80. The central part of Macdonald Avenue is envisioned as a higher-density activity node, focused around the BART/Amtrak station with new multi-family housing and more local-serving retail in a mixed-use format.**
 - **Action ED4.B Richmond Main Street Initiative Regularly review and update the Main Street Initiative program. Successful Main Street programs require a pro-active, hands-on approach to working with merchants, improving communications between stakeholders, marketing the neighborhood, leveraging resources for physical improvements and services and building a sense of community among tenants and property owners. As the Macdonald Avenue Economic Revitalization Plan gains momentum and the Civic Center Master Plan is completed, the Main Street Initiative will further extend these revitalization efforts.**
 - **Action ED4.C Cultural District Designation Explore the potential for defining focal areas or districts in the Downtown and along Macdonald Avenue as cultural, historic and/ or arts-related activity hubs. Promoting areas of the City where there is a concentration of arts, historic and culture-related activities, sites, installations and/or institutions can provide benefits such as: increasing visibility of revitalization efforts by concentrating energy into catalytic nodes; promoting historic and cultural awareness and preservation; and serving as a marketing tool for increasing cultural tourism, business activity, visitors and residents to Richmond. In the case of arts districts, designating focal areas could also serve as a springboard for enticing people to live and work in the area. Ideally, districts or zones should**

be walkable areas that may include galleries; live-work studios; arts-related retail; and entertainment and performance facilities; and/or historic features.

- Policy ED1.1 Safe, Well-Maintained Neighborhoods and Public Spaces Reduce crime and violence and maintain safe and clean neighborhoods and public spaces. Poorly maintained and underutilized streets and property can detract from Richmond's image as a viable place to live and do business. Assertive code enforcement by the City will help ensure that Richmond's neighborhoods are safe and retain their value.
 - Policy ED1.2 High Quality Infrastructure and Public Services Provide a range of high quality infrastructure and public services for residents and visitors. Adequate and well-maintained infrastructure such as streets, freeways and utilities are essential for improving the quality of life for residents and attracting businesses to locate in Richmond. Public amenities such as schools, libraries, parks, emergency and public safety services and public transit add to the attractiveness of a community.
 - Policy ED2.3 A Range of Retail Opportunities Promote a range of retail options including regional, neighborhood-serving and street-front retail and grocery stores in mixed-use settings. A broad mix of stores offers opportunities for residents to shop locally and for visitors to spend dollars in Richmond, solidifying the City's sales tax base.
 - Policy ED2.5 Local Small Businesses Promote and support locally owned and cooperative enterprises and businesses, particularly along major corridors, to maximize economic and community benefits for Richmond residents. Local businesses build equity and stabilize the community.
 - Action ED2.B Marketing Campaign Collaborate with community members, businesses and major employers to highlight Richmond's arts and cultural resources. Target markets should include new residents, recreational visitors, and potential new businesses. The campaign should also advertise development opportunities throughout the City to bring new housing and commercial development to Richmond.
- This project was planned through a series of meetings over three years that included:
 - The Richmond Mayor's Office
 - Richmond Public Works
 - Richmond Code Enforcement
 - Richmond Police Department
 - Richmond Main Street Initiative (key link to the community)
 - BART
 - AC Transit
 - Amtrak

A.4 PROJECT DELIVERABILITY

- No permits or environmental review are required because this is not a capital project. It is a series of programmatic, small improvement and maintenance efforts designed to substantially upgrade the appearance, attractiveness and safety of a major regional transportation hub.

A.5 ADVANCE PAYMENT

There is no advance payment required. The City of Richmond will front initial expenditures and apply for reimbursement.

A.6 MARKETING PLAN

- Marketing will be a joint effort of the stakeholders, including Richmond Main Street Initiative (RMSI), The mayor's Office, BART, AC Transit and Amtrak. The application includes funding for a Marketing and Branding Plan.



Figure 8 - We attempted to attract more public use post-COVID, but COVOID Omicron came back, and the same deficiencies that have plagued this area still exist



WE'VE MOVED!

1600 Nevin Plaza
new Downtown Richmond Visitor Center
at Richmond BART Station

Grand Opening Coming Soon!

More Info, Contact Us & Get Updates:
www.RichmondMainStreet.org

Figure 9 - The Richmond main Street Initiative, a Business Improvement District, moved into the Richmond Visitor Center for better visibility to the public

A.7 MAINTENANCE PLAN

Ongoing maintenance of physical improvements will be by the agencies that own the property on which they are located, including primarily City of Richmond, BART and AMTRAK.

Artwork is maintained through Richmond's Public Arts Program, supported by fees on development.

In addition to the City of Richmond Public Works Department, RMSI provides trash pickup and abatement