

March 4, 2026



U.S. REGULAR MAIL / PERSONAL COURIER

The Honorable Alex Padilla (D-CA)
United State Senate
Hart Senate Office Building #331
Office Building
Washington, DC 20510

The Honorable Adam Schiff (D-CA)
United States Senate
Hart Senate Office Building #112
Office Building
Washington, DC 20510

The Honorable John Garamendi (D-8th)
United State Congress
2428 Rayburn HOB
Washington, DC 20515

RE: 2026-27 COMMUNITY FEDERAL FUNDING REQUEST - CITY OF SAN PABLO, CA

Dear US Senators Alex Padilla, Alex Schiff and US Congressman John Garamendi:

On behalf of San Pablo City Council, I thank our Federal representatives and their staff for their ongoing leadership and support of our San Pablo community.

For the 2026-27 Community Federal Funding process, I present a list of critical infrastructure funding needs for San Pablo. These projects aim to improve the quality of life and transportation infrastructure in this low-income, disadvantaged community in Northern California's East Bay region.

Below are two (2) high-priority, capital infrastructure project needs approved by the San Pablo City Council on February 17, 2026. We respectfully request your support for Federal Funding through the 2026-27 Community Funding earmark consideration.

The City of San Pablo would be happy to provide a more in-depth discussion on these capital funding requests and answer any specific questions.

I look forward to collaboratively working together to secure Federal funding support to help the San Pablo community.

In partnership:

A handwritten signature in blue ink that reads "Elizabeth Pabon-Alvarado". The signature is fluid and cursive, with the first name "Elizabeth" and last name "Alvarado" clearly legible.

Elizabeth Pabon-Alvarado, Mayor
City of San Pablo

Attachments:

- (1) City of San Pablo Capital Project Needs for 2026-27 Community Federal Funding
- (2) Project Fact Sheet – 1-80 Freeway/San Pablo Dam Rd. Interchange Project (PHASE II)

- cc: San Pablo Vice-Mayor Rita Xavier
San Pablo Councilmember Abel Pineda
San Pablo Councilmember Patricia Ponce
San Pablo Councilmember Arturo Cruz
San Pablo City Manager Matt Rodriguez
San Pablo City Attorney Brian Hickey

CITY OF SAN PABLO PROPOSED CAPITAL PROJECTS FOR
2026-27 COMMUNITY FEDERAL FUNDING REQUESTS

March 2026

PROJECT #1: I-80 FREEWAY / SAN PABLO DAM ROAD/INTERCHANGE PROJECT (PHASE II)

- **Phase II Construction Cost:** \$134M
 - **Project Manager:** Contra Costa Transportation Authority
 - **Local City Cost Match Needed:** \$2M (Federal Funding Request for Local Match)
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Project Description

Reconstruct the existing I-80/San Pablo Dam Road Interchange (including modifications to the El Portal Drive and McBryde Avenue ramps and replacement of freeway bridge overpass) and provide improved pedestrian and bicycle facilities. To match available funding, the project will be completed in two (2) phases. The first phase was completed during 2018 - 2021 and relocated the El Portal Drive on-ramp to westbound I-80 freeway to the north, extended the auxiliary lane along westbound I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstructed the Riverside Avenue pedestrian overcrossing. Remaining improvements (freeway bridge overpass and will be completed as part of Phase II when funding becomes available through the California Transportation Commission State Transportation Improvement Program (STIP). Design and environmental costs have been already underway and nearly completed for Phase II with State and local transportation funding at \$13.5M expended to date.

Issues/Areas of Concern

Phase II of the project has a significant funding shortfall of (\$134 million).

The City of San Pablo needs a local funding match which it previously provided during Phase I construction in the amount of \$3M. Local/regional transportation funding from a County Sales Tax Measure J and a City local match would make this project more substantially attractive for future State of California Transportation Funding allocation under the State of California Transportation Improvement Program (STIP) for construction.

Project Timeline:

2004 – County voters Passed Measure J, Included funding for this Project
2006 – Project Initiated
2010 – Environmental Document Approved
2011 – Project Design Started
2012 – Project Split into Two Phases after 65% Design Completed

- 2015 – Phase 1 Construction Started
- 2021 – Phase 1 Construction Completed
- 2023 – CCTA secured funding for Design and ROW for Phase 2
- 2024 – Phase 2 Design and ROW work started
- 2027 – Design and R/W Completion
- 2028 – Phase 2 Construction Start (Pending Funding)
- 2030 – Phase 2 Construction Complete

Please see attached PROJECT FACT SHEET for additional project information, funding sources and timeline.

PROJECT #2: ROLLINGWOOD COMMUNITY CENTER IMPROVEMENT PROJECT

Total Federal Funding Request: Up to \$2 million

Project Description

In 2018, the Contra Costa County LAFCO authorized the dissolution of the former Rollingwood Wildart Recreation and Park District (RWRPD) to the County of Contra Costa as its successor agency via LAFCO action on August 8, 2018. In February 2020, the City acquired the RWRPD’s only asset, the Rollingwood Community Center, via an executed Purchase and Sale Agreement with Contra Costa County. The Rollingwood Community Center is located at: 2395 Greenwood Drive, San Pablo (Unincorporated San Pablo, 94806) on a contiguous property with the City’s municipal boundary.

The facility was built in the 1950s and sits vacant and abandoned. It currently requires ADA/UBC upgrades to bathrooms, an upgraded kitchen, and interior and exterior improvements. If one-time capital funds can be secured, the City plans to rehabilitate the facility into a new San Pablo Community Center for park and recreational programming, classes and private rental uses for resident and non-resident use. Currently, the City has one (1) Community Center for its 31,000 residents. An additional Community Center use would greatly expand park and recreational opportunities for the general public, especially youth and underserved population.





Interstate 80/San Pablo Dam Road Interchange Improvements Phase 2

PROJECT OVERVIEW | PURPOSE AND NEED

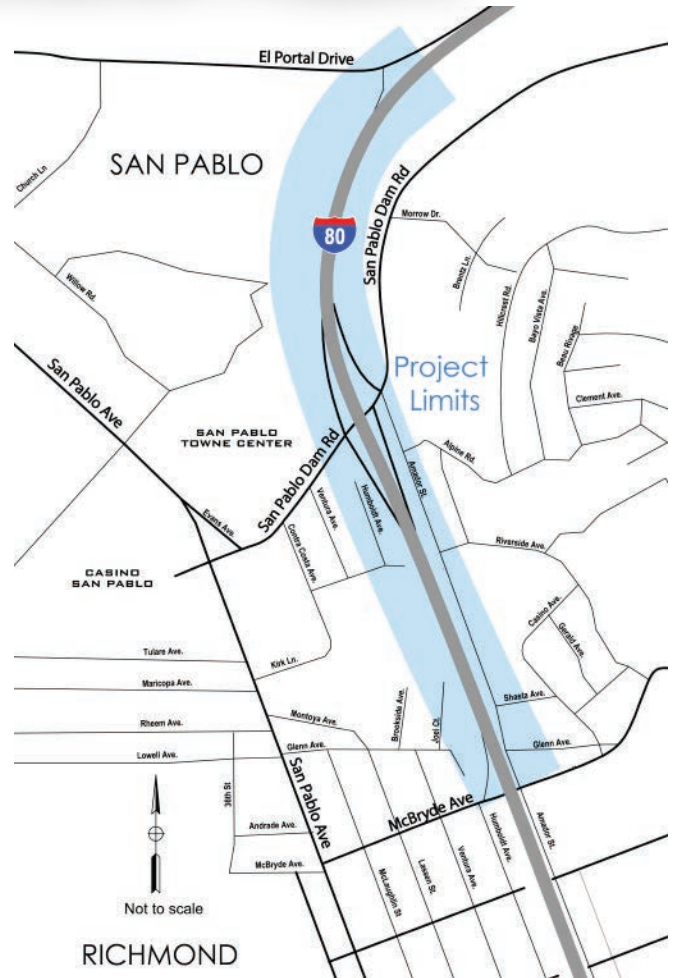
Interstate 80 (I-80) is a corridor in the San Francisco Bay Area. The I-80/San Pablo Dam Road (SPDR) Interchange, located in the City of San Pablo in Contra Costa County, California, serves as a key gateway providing access between I-80 and nearby shopping and residential areas. SPDR is also a regionally significant route as it connects State Route 24 (SR 24) and I-80.

This interchange has frequent truck crashes because the bridge clearance is too low and there are no outside shoulders on I-80. During peak travel times, traffic congestion becomes severe, with long delays caused by backed-up ramp traffic spilling onto nearby roads.

The close spacing between this interchange and the nearby McBryde Avenue and El Portal Drive ramps creates difficult merging and weaving on westbound I-80. Limited pedestrian and bicycle facilities along SPDR also make it harder for people to travel safely across the city without a car.

PROJECT BENEFITS

The Project significantly improves freight reliability, velocity, and throughput of regional and interregional commerce along I-80. It will also substantially benefit both vehicular and pedestrian/bicycle traffic by enhancing operations and safety within the interchange area. When completed, the project will allow all trucks to safely pass through the area resulting in decreased collisions, injuries, congestion, and associated emissions. Improvements to sidewalks and bike lanes as part of the project will also reduce potential conflicts between trucks and residents of this regionally designated Equity Priority Community.



INCREASE SAFETY



SUPPORT GOODS MOVEMENT AND ECONOMIC PROSPERITY



STATE OF GOOD REPAIR



CONGESTION RELIEF AND REDUCED CARBON EMISSIONS

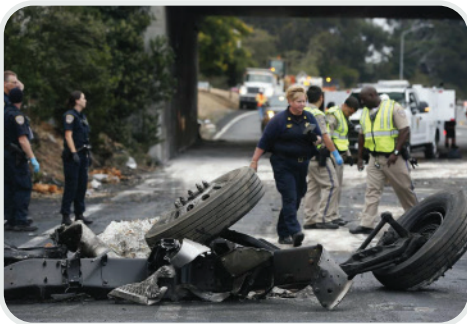
PROJECT SCOPE

The overall Project's goal is to reconstruct the existing I-80/SPDR Interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities. Due to the project size and available funding, it was segmented into two phases.

At a cost of approximately \$42 million, Phase 1 was completed in 2017 and was largely funded by local and regional funds. The project moved the El Portal Drive on-ramp to westbound I-80, lengthened the Auxiliary lane on westbound I-80 between the San Pablo Dam Road off-ramp and the El Portal Drive on-ramp, and rebuilt the Riverside Avenue pedestrian bridge.

Phase 2 will reconstruct the existing I-80/SPDR interchange and improve pedestrian and bicycle facilities across I-80. Specific improvements include the replacement of the existing I-80/SPDR overcrossing with a 6-lane structure with wide sidewalks and buffered bicycle lanes, which will raise the vertical clearance of the substandard overcrossing and remove the existing bridge support walls that block outside freeway shoulders; reconstruct the on- and off-ramps to SPDR, construct a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek; and realign Amador Street. The design and right-of-way activities for Phase 2 are well underway.

In Fall 2026, CCTA and Caltrans will submit a joint application requesting \$70 million in SB1-Trade Corridor Enhancement Program funds and \$25 million in SB1-Local Partnership Program Competitive funds for the construction phase which will be matched by \$40 million in CCTA future STIP share and local funds.



PROJECT DELIVERY MILESTONES



COMPLETE

Environmental Clearance Approved for Project



JANUARY 2024 - JUNE 2027

Final Design (PS&E) (Phase 2)



JANUARY 2024 - APRIL 2027

Right of Way and Utilities (Phase 2)



JUNE 2027

Ready to List



MARCH 2028

Start Construction (Phase 2)



MARCH 2030

End Construction (Phase 2)



PHASE 2 PROJECT COST & FUNDING

Construction Cost \$135 M

Matching Funds \$ 40 M

TCEP & LPP-C Request \$ 95 M

CCTA