



**TRANSPORTATION, WATER &
INFRASTRUCTURE COMMITTEE**

May 4, 2015

1:00 P.M.

651 Pine Street, Room 101, Martinez

Supervisor Candace Andersen, Chair
Supervisor Mary N. Piepho, Vice Chair

Agenda Items:	Items may be taken out of order based on the business of the day and preference of the Committee
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1. **Introductions**
2. **Public comment on any item under the jurisdiction of the Committee and not on this agenda** (speakers may be limited to three minutes).
3. **Administrative Items**, if applicable (John Cunningham, Department of Conservation and Development).
4. **REVIEW Record of meeting for the March 2, 2015 Transportation, Water and Infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record (John Cunningham, Department of Conservation and Development). Page 5
5. **ACCEPT staff report and AUTHORIZE the Public Works Director, on behalf of the County, to submit to Caltrans and MTC grant applications for the Active Transportation Program (ATP), Cycle 2**(Mary Halle, Department of Public Works). Page 65
6. **AUTHORIZE the Public Works Director to utilize Rule 20A work credits through PG&E to underground overhead electrical facilities within the Orwood Bridge crossing at Werner Dredger Cut**(Mary Halle, Department of Public Works). Page 71
7. **CONSIDER Executive Order B-29-15 (Continued State of Emergency - Drought Conditions - Edmund G. Brown Jr.), DISCUSS a Contra Costa County response, and take ACTION as appropriate.** (Departments of Conservation and Development and Public Works). Page 74
8. **CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development). Page 83

9. **REVIEW, REVISE as appropriate, and ADOPT the 2015 Calendar** (John Cunningham, Department of Conservation and Development). Page 156
10. The next meeting is currently scheduled for Monday, June 1, 2015.
11. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 72 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833, Fax (925) 674-7250
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
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ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
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AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 05/04/2015
Subject: Administrative Items
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

Staff will review any items related to the conduct of Committee business.

Recommendation(s)/Next Step(s):

Take ACTION as appropriate.

Fiscal Impact (if any):

N/A

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 05/04/2015

Subject: REVIEW record of meeting for the March 2, 2015 Transportation, Water and Infrastructure Committee Meeting.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record.

Links to the agenda and minutes will be available at the TWI Committee web page:

www.ca.contra-costa.ca.us/twic

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the March 2, 2015 Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

March 2015 TWIC Meeting Minutes

3-2-15 Sign-In Sheet

HANDOUT 2-24-15 Meeting, Background Paper

HANDOUT 2-24-15 Meeting Hearing Agenda

HANDOUT 2-26-15 Senate Bill

HANDOUT 2-17-15 Keystone Public Affairs update

3-2-15 TWIC Meeting Testimony

3-2-15 TWIC Mtg Power Pt Presentation-Stormwater-TJensen

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

March 2, 2015

1:00 P.M.

651 Pine Street, Room 101, Martinez

Supervisor Candace Andersen, Chair
Supervisor Mary N. Piepho, Vice Chair

Present: Chair Candace Andersen
Vice Chair Mary N. Piepho

Attendees: Carrie Ricci, CCCounty Public Works
Julie Bueren, CCCounty Public Works
Steve Kowaleski, CCCounty Public Works
Tim Jensen, CCCounty Flood Control, Water Con Dist
Mike Carlson, CCCounty Flood Control
John Burgh, CC Water District
Mark Seedall, CC Water District
Shirley Shelangoski, Parents For Safer Environment
Susan JunFish, Parents For Safer Environment
Michael Sullivan, Parents For Safer Environment
Tanya Drlik, CCCounty IPM
Michelle Blackwell, EBMUD
John Cunningham, CCCounty DCD

1. **Introductions**

See the attachment for the March 2 Meeting sign-in sheet and "Attendees" section above.

2. **Public comment on any item under the jurisdiction of the Committee and not on this agenda**, (speakers may be limited to three minutes).

3. **Administrative Items, if applicable**, (John Cunningham, Department of Conservation and Development).

4. **Staff recommends approval of the attached Record of Action for the December 4, 2014 Committee Meeting with any necessary corrections.**

Committee unanimously approved the 12/4/14 meeting record.

5. **COMMUNICATION to/from the Committee**, (John Cunningham, Department of Conservation and Development).

6. **RECEIVE report from City of San Ramon staff regarding the San Ramon Iron Horse Trail Bicycle/Pedestrian Overcrossing Project, and take ACTION as appropriate**, (Carrie Ricci, CC County Public Works/City of San Ramon staff).

Carrie Ricci introduced the item, Lisa Bobadilla, City of San Ramon Transportation Manager, provided the Committee an update indicating that the City Council will select a final design in June 2015. The following comments and suggestions were provided by the Committee, have City Center architect look at the bridge design, gather additional information and feedback from appropriate committees, commissions, etc.

The County's legislative advocate, Mark Watts, provided additional comment indicating that he has used the Iron Horse over-crossing projects to underscore with Caltrans & CTC staff that discussions related to the active transportation uses of the corridor are "not theoretical but real and looming".

7. **DIRECT staff to continue engagement with the Statewide Stormwater Funding Initiative, as well as considering other funding mechanisms, with a report back to the TWIC.**

The Committee received the report and directed staff to bring updates as they became available and to bring a support letter for AB 1362 (Wolk) to the BOS when appropriate.

8. **CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and DIRECT staff to 1) bring final comments on the 2014 Countywide Transportation Update to the Board of Supervisors, 2) draft a letter to our State delegation regarding school siting and safety for the signature of the Chair of the Board of Supervisors, and take other ACTION as appropriate.**

The Committee approved: transmitting a letter to Joint Committee on the K-12 School Facility Program regarding school safety and siting(attached), bringing Automated Speed Enforcement recommendation to the Board of Supervisors, and transmitting a letter to CCTA regarding the CTP.

9. **ACCEPT Integrated Pest Management reports, and take ACTION as appropriate.**

The Committee directed IPM staff to respond to the concerns raised by Parents for a Safer Environment using the response matrix, and to coordinate with District II staff in bringing the response to the IPM Advisory Committee.

10. **REVIEW Status Report and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.**

The Committee unanimously approved the report as presented, and directed staff to bring the Report to the Board of Supervisors.

11. **REVIEW recommended referrals to the Committee and DIRECT staff to forward the recommendations to the Board of Supervisors with revisions as appropriate.**

The Committee unanimously approved the referrals to TWIC, and directed staff to bring the report to the Board of Supervisors.

12. The next meeting is currently scheduled for Monday, April 6, 2015.

The Committee adjourned in the afternoon of March 2, 2015.

13. Adjourn

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Transportation, Water and Infrastructure Committee Meeting
March 2, 2015
SIGN-IN SHEET

Signing in is voluntary. You may attend this meeting without signing in. (If front is filled, please use back.)

Name	Representing	Phone
John Burgh	CCM	688-8074
STEVE KOWALEWSKI	CCCPWD	313-2225
Carrie Ricci	CCCPWD	313-2235
Tanya Drile	TPM	335-3214
MIKE ARISON	CCCFCD	313-2321
Mark Seede II	CCWD	688-8119
Michelle Blackwell	EBMUD	no 2872053
Tim Jensen	CCCFCD & WCD	313-2390
Julie Brerem	CCCPWD	313 -2201
Shay Shlangohai	PFSE	917-4855
Susan Jun Fish	PFSE	283-4609
Michael Sullivan	PFSE	284-2461

Senate Transportation and Housing Committee and Senate Budget and Fiscal Review Subcommittee No. 2

Joint Informational Hearing

Funding the Transportation Maintenance Backlog

Tuesday, February 24, 2015
1:30 p.m. – John L. Burton Hearing Room (4203)

BACKGROUND PAPER

Hearing Introduction

On February 24, the Senate Transportation and Housing Committee and the Senate Budget and Fiscal Review Subcommittee No. 2 will consider options to address the growing backlog of maintenance and rehabilitation projects on the state’s road and highway system.

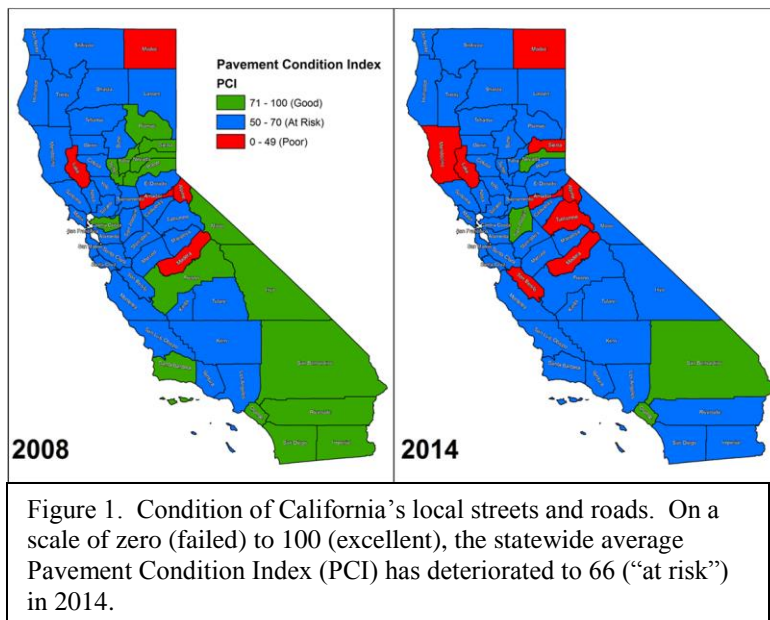
In this hearing, the committee will first hear presentations identifying the need for maintenance and upgrades to both the state highway system and locally managed streets and roads. Next, Dr. Asha Weinstein Agrawal of the Mineta Transportation Institute will provide an overview of current transportation funding sources and the traditional challenges the state faces in increasing those resources, as well as the negative effects to our state and economy if we don’t act soon. Finally, a number of presenters will discuss various options the committee may wish to consider for addressing the growing backlog.

Background

Overview of the Maintenance Problem

The state has underfunded the maintenance and rehabilitation of its road system for decades. As a result, 68 percent of California’s roads are in “poor” or “mediocre” condition, putting California behind 43 other states in road condition, according to the American Society of

Civil Engineers. As demonstrated in Figure 1, 54 of California’s counties have an average pavement rating of “poor” or “at risk,” with much of this deterioration occurring over the past six



years. Not only roads are suffering: California has nearly 3,000 structurally deficient bridges.

The movement of people is only a part of the transportation puzzle. Also critical to California’s economic well-being is the movement of goods. The efficient movement of goods, both within the state and across state boundaries, increases the state’s

ability to generate jobs and remain competitive. The Office of Freight Management at the Federal Highway Administration estimates that the amount of freight moved on California highways will increase from 971 million tons in 2002 to 2,179 million tons in 2035, an increase of more than 100 percent. This increased movement of goods will create more truck traffic, and much of this increase will occur in and around urban areas and on the 50-year-old interstate highway system. Truck traffic exacts a greater toll on pavement and bridges than lighter weight vehicles, so increasing truck traffic will accelerate the deterioration of the transportation infrastructure.

In 2011, the California Transportation Commission compiled the Statewide Transportation System Needs Assessment. According to this assessment, over the next ten years the state’s total transportation system costs will be \$538.1 billion, while estimated revenues from all sources will only be \$242.4 billion, or roughly 45% of what is needed.

Overcoming transportation funding deficiencies becomes increasingly challenging, as the true cost of deferred maintenance is compounded over time. Roads that are not properly

maintained require more costly rehabilitation and reconstruction long before the projected end of

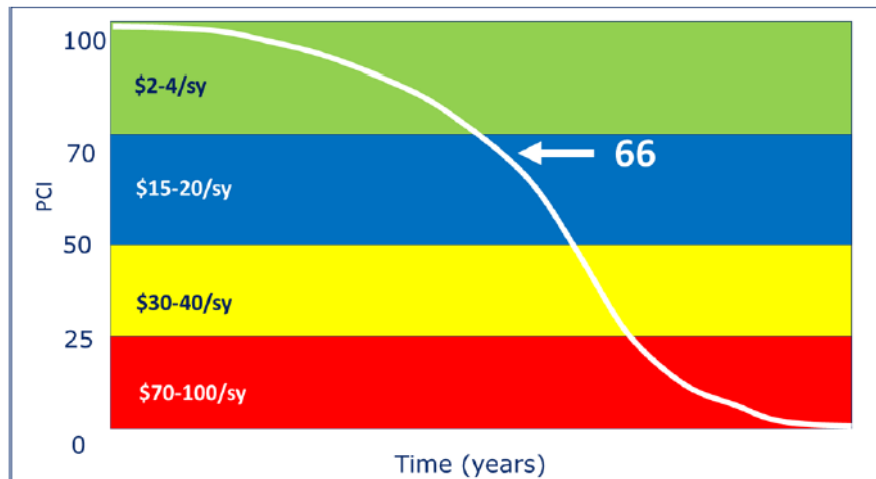


Figure 2. Generalized Pavement Life Cycle
PCI: Pavement Condition Index; sy: square yard

their useful lives. These pavement rehabilitation and reconstruction projects are by far the most expensive type of maintenance projects. For example, major pavement rehabilitation averages at least 10 to 12 times the cost of preventative maintenance, while minor pavement repairs average

four times the cost of preventative maintenance. For bridges, the cost of minor repairs can exceed maintenance costs by a factor of 12. With many of California's roads already in the "at risk" category, Figure 2 shows that they are positioned at the precipice of a sharp decline in which maintenance costs increase dramatically over the life cycle of the pavement.

Specific Needs

The following is a brief description of the identified needs related to the state highway system (SHS) as well as a discussion of identified needs on the local streets and roads systems.

State Highway System — According to the 2013 State Highway Operation and Protection Program (SHOPP), the total need for the rehabilitation and operation of the SHS for the next ten years is \$82 billion, or an average annual cost of \$8.2 billion. This cost estimate includes funding for project development, right-of-way acquisition, and capital construction.

Projected state funding available for the SHOPP is \$2 billion a year, which covers roughly 25 percent of the estimated need. Over 10 years this sums up to a \$59 billion shortfall in

revenues necessary for proper maintenance of the SHS, including more than \$31 billion in roadway preservation and \$12 billion in bridge preservation and maintenance.

Local Streets and Roads — California’s cities and counties own and maintain more than 143,000 centerline miles of local streets and roads. This road network incorporates 80 percent of the state’s total publicly maintained centerline miles, and is valued at over \$188 billion.

The table below shows the total funding shortfall for the local system of \$78.3 billion over the next 10 years. For comparison, the results from previous needs assessments are also included.

Transportation Asset	Needs (\$B)			2014		
	2008	2010	2012	Needs	Funding	Shortfall
Pavement	\$ 67.6	\$ 70.5	\$ 72.4	\$ 72.7	\$ 16.6	\$ (56.1)
Essential Components	\$ 32.1	\$ 29.0	\$ 30.5	\$ 31.0	\$ 10.1	\$ (20.9)
Bridges	-	\$ 3.3	\$ 4.3	\$ 4.3	\$ 3.0	\$ (1.3)
Totals	\$ 99.7	\$102.8	\$ 107.2	\$ 108.0	\$ 29.7	\$ (78.3)

While bringing the state’s local street and road systems to a cost-effective best management practice level will require more funding now, investing in local streets and roads sooner will reduce the need for more spending in the future. To reach that level — at which taxpayer money can be spent most cost-effectively — will require an additional \$56.1 billion for pavements alone, or \$78.3 billion total for a functioning transportation system, over the next decade. In other words, to bring the local system back into a cost-effective condition, local transportation agencies need \$7.8 billion annually in new funds.

Sources of Funding for Transportation Projects

California’s state and local transportation systems rely on funding from local, state, and federal sources. Regional and local governments provide about half of the state’s transportation funding, and state and federal governments each provide about one quarter of the state’s total funding. Below we describe these three sources of funding in more detail.

Local Funding — Local sales tax measures and other funding sources such as local general funds, property taxes, and developer fees are the primary local sources of funding for road maintenance and expansion. Twenty counties (known as self-help counties) have approved ballot measures that increase the local sales tax for transportation programs. These measures are the largest source of revenue for transportation, requiring two-thirds local voter approval and generally lasting between 20 and 30 years.

State Funding — State funding for transportation comes primarily from revenues derived from taxes and fees. The three main state revenue sources are: (1) the state gasoline and diesel excise tax, (2) truck weight fees, and (3) the sales tax on diesel fuel. The base of these taxes has diminished over time as vehicles have become more fuel-efficient or use alternative energy sources not subject to state taxes. As a result, the traditional funding sources have not kept pace with the demands of a growing population and an aging transportation system.

In addition, the state funds transportation projects with general obligation (GO) bonds. The most recent transportation bond approved by the voters — the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) — provided \$19.9 billion for a variety of transportation projects. However, most of this funding is already committed to ongoing projects and will be fully expended in the next few years as these projects are completed.

Federal Funding — The Highway Trust Fund, the source of most federal funding for the country's roads and transit infrastructure, has seen revenue fall short of expenditures for more than a decade. Drawing down trust fund balances and transferring money from the general fund have served as temporary fixes, but have not addressed the underlying issue of declining revenue from the federal fuel excise tax of 18.4 cents/gallon gasoline and 24.4 cents/gallon diesel fuel. The Congressional Budget Office projects that, absent reforms, trust fund shortfalls will grow to \$162 billion over the next 10 years.

Roughly 98 percent of federal funding for surface transportation flows to state and local governments, mostly in the form of reimbursements for expenses already incurred. Because projects require significant planning and construction time, it is important state and local governments have some certainty and consistency in funding. Historically, this has been the

reason federal funding was authorized for multiple years. However, the last full federal funding authorization (six years of funding) was passed nearly a decade ago, and state and local governments have been operating under short-term funding extensions since then. Funding uncertainty and declining revenues present challenges for planning and investment in transportation projects.

Options for Addressing the Backlog

There are a number of options for providing additional state funding for transportation projects in California. The table below summarizes the pros and cons of some key options, and each is discussed in more depth following the table.

Various Options for Increasing State Funding for Transportation Projects

Option	Pros	Cons
Increase fuel excise tax	Targets larger and less fuel-efficient vehicles. Cannot be taken for general fund relief.	Regressive, and revenue source diminishes over time.
Increase vehicle license fee (VLF)	Can be implemented statewide. Low administrative costs. Is relatively progressive, and tax deductible.	Paid once annually, one-time sticker shock. Can be redirected for general fund relief.
Increase vehicle registration fee (VRF)	Can be implemented statewide. Low administrative costs. Cannot be taken for general fund relief.	Regressive, and is paid once annually.
Increase vehicle weight fees	Would better align costs that heavy trucks impose on roads with the amount paid.	Could have a somewhat negative economic impact. Can be redirected for general fund relief.
Lower the local voter threshold	Increases the likelihood of locals raising revenue to address their own needs.	Does not address the statewide needs. Amount of revenue generated uncertain.
Increase number of tolls/road pricing	Can help address congestion in urban areas, and ties revenue to use.	Regressive and cannot be implemented statewide. Amount of revenue generated uncertain.
Sell transportation bonds	Provides funding for transportation projects, though typically not for maintenance of existing roads.	Does not generate new revenue and commits future revenues. Governor is not supportive.
Impose mileage-based charge	Can be implemented statewide, addresses increasing fuel efficiency of vehicles, and ties revenue to use.	The state is not ready to implement, with technology, privacy, and administrative issues left to resolve.

Fuel Excise Tax — Some support increasing the state fuel excise tax to keep pace with inflation. The inflation-adjusted value of the base excise tax on gasoline, set at 18 cents in 1994, is only 10 cents today. Increasing and/or indexing the excise tax to inflation would help maintain the tax’s purchasing power. One benefit of this tax is that the larger and less fuel-efficient vehicles that cause a disproportionate amount of road damage pay more taxes. In addition, revenues from this tax are constitutionally protected for transportation purposes and therefore could not be redirected for other uses. However, this tax is regressive and increasing the tax is likely to be politically challenging. Also, this tax does not proportionally account for the wear and tear caused by vehicles using the state transportation system that do not rely, or rely less heavily, on gasoline.

Vehicle License Fee — The state imposes an annual vehicle license fee (VLF) based on the estimated depreciated cost of each vehicle in lieu of a property tax. Since the state already collects this fee, the administrative costs to increase the VLF are low and it can easily be implemented statewide. In addition, this fee is tax-deductible on both federal and state income tax returns, reducing the fee’s burden on vehicle owners who itemize deductions. An increase in the VLF could generate significant revenue — a one percent increase, to 1.65 percent of vehicle value, would generate roughly \$3 billion in new revenue annually. However, polling suggests that increasing the VLF, or “car tax,” would be met with significant public resistance; the annual one-time bill could also result in “sticker shock” for the public. This revenue stream is also not constitutionally protected for transportation uses, and could be redirected for other purposes.

Vehicle Registration Fee — In addition to the VLF, the state annually collects a vehicle registration fee (VRF), which is a flat fee everyone pays in order to register their vehicles in the state of California. Because it is not a tax in lieu of a property tax, revenues from the VRF are constitutionally protected for transportation purposes and therefore could not be redirected for other uses. A \$35 increase in the VRF generates roughly \$1 billion in additional revenue. The fact that the VRF is the same amount regardless of the value of the vehicle, however, makes this

a regressive tax. In addition, some argue that increasing this fee too much could create an economic barrier and discourage owners from registering their vehicles with the state.

Vehicle Weight Fees — Trucks currently pay vehicle weight fees based on the estimated gross weight of the vehicle. Some argue that current weight fees are not proportionate to the costs that these heavy vehicles impose on the state's transportation system. An increase in the fees that trucks pay would likely receive opposition and potentially have a somewhat negative economic impact because it may increase the costs of goods and services. In addition, this revenue stream is not constitutionally protected for transportation uses, and could be redirected for other purposes.

Local Revenue Options — Advocates generally discuss two options for raising additional transportation revenues at the local level. First, state law allows counties to impose a sales tax for local transportation purposes when approved by a supermajority, or two-thirds of those voting. Some suggest the two-thirds threshold could be lowered to a simple majority, making it easier for local governments to pass these taxes. While these taxes can create a significant amount of new revenue for local transportation projects, they do not encourage fuel efficiency, are regressive, and don't help to comprehensively address the state's transportation needs.

Another option often discussed, which the Governor included in his proposed budget this year, is expanding the opportunity for local transportation agencies to build toll lanes. Toll roads can help to address congestion, especially in urban areas, and can result in the more efficient use of scarce resources (uncongested lanes) during peak travel periods. However, this approach does not address issues of congestion throughout the state and would not generate enough revenue to maintain the state's existing transportation system.

Transportation Bonds — The state can sell bonds to finance transportation projects. However, this approach does not generate new revenues, and recently the state has dedicated existing transportation revenues to bond debt service. This approach also has the downside of not charging taxpayers proportionate to their use, or cost imposed on the system. Finally, the

Governor has publicly discouraged the idea of increasing the state's debt burden for transportation purposes.

Mileage-based Charge — A mileage-based user fee charges users of the system an amount that is proportionate to the amount they drive, generally based on vehicle miles traveled (VMT). Increasing revenues through this approach would address the declining use of fuel and the associated revenue decline. A VMT-based charge could be established to adjust for inflation so that the revenue generated maintains its purchasing power. An advantage of such a charge is that it can be implemented statewide. Before implementing a VMT-based charge, the state needs to do significant work to address privacy issues and obtain the public's support. A recent report by the University of Southern California, Sol Price School of Public Policy, estimated that a 2.1 cents per mile VMT fee would raise enough revenue to replace the current state excise tax on gasoline.

Conclusion

Clearly there is a need, and the Legislature should further consider options, for increasing the amount of funding available for transportation projects. This legislative process should include efforts to educate, inform, and solicit input from stakeholders, including the public at-large and other impacted interest groups. The effort needs to provide information about the state's transportation funding shortfall, the inadequacy of existing funds to maintain the current system, and the estimated annual cost of various options.

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

JOINT INFORMATIONAL HEARING
SENATE TRANSPORTATION AND HOUSING COMMITTEE AND
SENATE BUDGET AND FISCAL REVIEW
SUBCOMMITTEE NO. 2 ON RESOURCES, ENVIRONMENTAL
PROTECTION, ENERGY AND TRANSPORTATION
FUNDING THE TRANSPORTATION MAINTENANCE BACKLOG

Tuesday, February 24, 2015
1:30 p.m. – John L. Burton Hearing Room (4203)

AGENDA

I. Opening Remarks – Chairman Beall

II. Identifying the Needs of Both the State and Local System

Brian P. Kelly, Secretary – California State Transportation Agency
Steven Keck, Budget Director – California Department of Transportation
Jennifer Whiting, Assistant Legislative Director – League of California Cities

III. Options for Addressing the Transportation Maintenance Backlog

Overview: Asha Weinstein Agrawal
Associate Professor – Urban and Regional Planning, San Jose State University
Director – Mineta Transportation Institute National Transportation Finance Center

Will Kempton, Executive Director – California Transportation Commission
Jim Earp, Executive Director – California Alliance for Jobs
Ann Mayer, Executive Director – Riverside County Transportation Commission

IV. Public Comment

Introduced by Senator Cannella

February 26, 2015

An act to add Section 42011 to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 564, as introduced, Cannella. Vehicles: school zone fines.

Existing law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone.

This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Highway Account in the State Transportation Fund, for purposes of funding school zone safety projects within the Active Transportation Program.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. Section 42011 is added to the Vehicle Code, to read:

42011. (a) For any offense specified in subdivision (b) that is committed by the driver of a vehicle under either of the following conditions, a fine of thirty-five dollars (\$35) shall be imposed in addition to the amount otherwise prescribed and any penalty assessments or other fees or additions:

(1) When passing a school building or the grounds thereof, if the building or grounds are contiguous to a highway and posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone, and children are going to or leaving the school during school hours or during the noon recess period.

(2) When passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone.

(b) A violation of any of the following provisions is an offense that is subject to subdivision (a):

(1) Article 3 (commencing with Section 21450) of Chapter 2 of Division 11, relating to obedience to traffic devices.

(2) Chapter 3 (commencing with Section 21650) of Division 11, relating to driving, overtaking, and passing.

(3) Chapter 4 (commencing with Section 21800) of Division 11, relating to yielding the right-of-way.

(4) Chapter 6 (commencing with Section 22100) of Division 11, relating to turning and stopping and turn signals.

(5) Chapter 7 (commencing with Section 22348) of Division 11, relating to speed limits.

(6) Chapter 8 (commencing with Section 22450) of Division 11, relating to special traffic stops.

(7) Section 23103, relating to reckless driving.

(8) Section 23104, relating to reckless driving which results in bodily injury to another.

(9) Section 23109, relating to speed contests.

1 (10) Section 23152, relating to driving under the influence of
2 alcohol or a controlled substance, or a violation of Section 23103,
3 as specified in Section 23103.5, relating to alcohol-related reckless
4 driving.

5 (11) Section 23153, relating to driving under the influence of
6 alcohol or a controlled substance, which results in bodily injury
7 to another.

8 (12) Section 23154, relating to convicted drunk drivers operating
9 a motor vehicle with a blood-alcohol concentration of 0.01 percent
10 or greater.

11 (13) Section 23220, relating to drinking while driving.

12 (14) Section 23221, relating to drinking in a motor vehicle while
13 on the highway.

14 (15) Section 23222, relating to driving while possessing
15 marijuana or an open alcoholic beverage container.

16 (16) Section 23223, relating to being in a vehicle on the highway
17 while possessing an open alcoholic beverage container.

18 (17) Section 23224, relating to being a driver or passenger under
19 21 years of age possessing an open alcoholic beverage container.

20 (18) Section 23225, relating to being the owner or driver of a
21 vehicle in which there is an open alcoholic beverage container.

22 (19) Section 23226, relating to being a passenger in a vehicle
23 in which there is an open alcoholic beverage container.

24 (c) The additional fines authorized by this section shall be
25 deposited in the State Highway Account in the State Transportation
26 Fund for purposes of funding school zone safety projects within
27 the Active Transportation Program established in Chapter 8
28 (commencing with Section 2380) of Division 3 of the Streets and
29 Highways Code.

O



MEMORANDUM

To: Randy Iwasaki, Executive Director - Contra Costa Transportation Authority
From: Brian Sowa, Keystone Public Affairs
Subject: February Update
Date: February 17, 2015

Highway Trust Fund

As previously noted in prior updates, the Highway Trust Fund will run out of funds and the current extension is set to expire at the end of May. Congress continues to be no closer to agreement on how to shore up the trust fund than when it punted the task by passing a short-term extension last summer.

Late last month, Senate EPW Chairman Jim Inoffe held a full committee hearing on the highway and transit bill). The hearing will emphasize hearing emphasized the threat that businesses, states, and workers face due to the impending insolvency of the Highway Trust Fund. Secretary Foxx was quoted in the hearing as stating "We must do something dramatic -To hell with the politics," urging lawmakers to put aside their differences and reach agreement on a long-term bill.

As part of President Obama's FY15 budget proposal, the Administration announced a new six-year, \$478 billion version of the GROW America Act to replace the previous four-year, \$302 billion proposal. The new proposal, which would combine the \$238 billion in estimated revenue generated from the 14 percent repatriation tax with \$240 billion in estimated gas tax revenues, would fund highways at just over \$51 billion in FY 2016, which would increase to \$54.4 billion in FY 2021. Transit programs would see a significant increase, starting at \$18.2 billion in FY 2016 (\$13.9 billion of which is for transit formula grants) and increasing to \$20 billion in 2021. The GROW America Act also requests \$7.5 billion over six years for the TIGER grant program, increases NHTSA funding from \$830 million in 2015 to \$1.08 billion in 2021, and proposes \$935 million over 6 years for Intelligent Transportation Systems (ITS), including \$158 million in FY 2016 to advance vehicle automation and vehicle-to-vehicle communication technologies.

House T&I Chairman Bill Shuster held his first hearing on the reauthorization on Wednesday February 11th, where again Secretary Foxx pushed for a long term bill. Foxx said he's hopeful something big will happen this year, stating it all starts at the ground level, out on the road. "I just think the more awareness we can build in the minds of the everyday person, that we don't have to be stuck, we can actually choose the future," he said. "That's the message and frankly, there are enough Americans out there that are frustrated, stuck in traffic and see what's coming around the corner that it's actually not a hard message to deliver."

While Shuster and Inoffe have begun action on the reauthorization, the biggest hurdle continues to be how to pay for it. The two chairmen say they plan to work more closely with the House and Senate tax-writing committees before producing a multi-year bill. "What I'm not going to do is come out and do ... what she did last time, say 'this is our bill' and now this is their problem, let them try to them to fund it," Inhofe said. Shuster stated: "Wait until we get the funding and let's craft a bill that we know what the timeframe is. And I think that makes more sense to me," he said. "We're drafting [a bill] right now as we speak, but the driving force behind it is going to be the funding. We don't want another two year bill, we want a five, six year bill."



House Ways and Means Chairman Paul Ryan says he sees a window for a tax rewrite this year, but it has to be done by the summer to move. He did leave the door open to using tax reform to help pay for the shortfall in the Highway Trust Fund.'

"If we can get comprehensive tax reform that can help fix this,' he said, it is an option. 'The only way repatriation can actually work to help with the Highway Trust Fund problem is through comprehensive tax reform.' He said short-term tax holidays and deemed repatriation don't work. If tax reform doesn't happen, he will be forced to find the funding from another source.'

Key Dates

CCTA Washington DC Visit – April 12 – April 15 (Meetings to be scheduled with Department of Transportation, Congressional Offices and Committees, Trade Associations)

Highway Authorization Expires – May 31, 2015

March 2, 2015

To: TWIC co-chairs Supervisor Mary Piepho and Candace Andersen

From: Shirley Shelangoski, Parents for a Safer Environment

TRANSPARENCY ISSUES REMAINING

- 1) The Community requested to have IPM related meetings recorded to achieve accurate meeting minutes that reflect what actually happened at the meetings and to encourage professional behavior. Even the former Agriculture Commissioner, Vince Guise, stated that he would be amenable for the meetings to be audio taped. Audiotaping is not very difficult and it could simply be uploaded to the existing county's website as links to each meeting without any editing.
- 2) Posting is still not done in most treated areas where people have foot access and where they recreate per the CC County's Posting policy. Right of ways used as pedestrian trails and trails in open space areas where people recreate are not posted despite photos showing use by school children on a daily basis.

Also, posting on the website has been promised several times in the past year, the latest date being August 24, 2014. The community has not received any updates on why posting is not being done on the website.

- 3) The county continues to omit tracking of certain "Bad Actors" and still is underreporting usage of the most toxic pesticides, which Susan will cover in more detail.
- 4) The county is not tracking pesticide usage separately for each distinct program, a key feature of any IPM program. The Public Works Department programs, Flood Control District and Roadside weed control, are being combined and reported as Right-of-Ways. These are distinct programs and effectiveness of these pesticide-dependent programs cannot be evaluated without pesticide tracking, a key component of IPM. Mainstar technicians have said that data from two programs combined into one spreadsheet would be simple to separate since Mainstar like all databases, are designed to sort and query data. All the county has to do is ask. So why does our county not ask? We do not see any good reason why pesticide usage is not being provided to the community for each roadside and flood control programs.
- 5) The decision-making documents are a good start and the community would like to see the data that was used to calculate costs for programs that rely on pesticides. This includes weed control in the right of ways and for ground squirrel control program in open space and their alternatives. I believe that the TWIC co-chairs as well as the

community have been asking for this data or matrix for years. We need transparency on how final dollar figures were calculated to conclude in the county's flow chart that goat grazing is multiple times more expensive than herbicides spraying when other researchers have calculated that grazing is less expensive than herbicides.

March 2, 2015

To: TWIC Co-Chairs, Supervisors Piepho and Andersen
From: Susan JunFish, PfSE

Re: UnResolved Issues of Accountability in the CC County's IPM Program (as Requested by Supervisor Piepho on December 4, 2014)

1. First, we are very grateful that Supervisor Andersen clearly stated at the December TWIC meeting that she believes that reducing the use of pesticides should be a goal of the county's IPM program. We would like to know if Supervisor Piepho also feels the same. We believe it's past due that the IPM Advisory Committee is provided clarity on this question. And if reduction of pesticides is a goal, then a clarification is due to rectify misunderstandings by members of the IPM Advisory Committee who have been hearing otherwise by staff since 2009.

2. Second, it is very disconcerting to the community that reports going to the Board of Supervisors dismiss the wide body of community expressing concerns and reports also downplay unresolved issues.

a) Examples include reporting in Section VIII of the Triennial Report of the IPM Advisory Board that all issues are "resolved" except for two. The full Committee voted that the Triennial Report Section VII should state that issues were actually "unresolved" when the community believed it to be so. The IPM Coordinator made much effort to convince the full Committee that "resolution" is in the perspective of the Committee and not of the community members who may be intending to stir up conflict. Only a portion of the staff agreed and her N/A answer was over-ruled. In addition, the final Report showed a change from "community members" to Susan JunFish and Shirley Shelangoski although there have been over 25 individuals since 2009 who have presented unresolved issues and over 10 different individuals in the past 3 years who expressed a variety of issues that were unresolved.

b) Dr Susan Kegley provided a special presentation on March 25, 2013 explaining the PANNA database and how to use it to identify Bad Actor pesticides. The staff learned that they have been missing many of the acutely hazard pesticides and reproductive and developmental pesticides as Bad Actors for over a decade. The question of whether to go back and report all the years of missed Bad Actors or just report accurately in the future was debated. Committee members agreed that they would need to begin reporting Bad Actors from that point and forward.

We have not seen any acknowledgement in any of the IPM Coordinator's reports to address the correction, whether reporting to the full Advisory Committee, report to TWIC, or the Annual Progress Report. Instead, county reports state, "Parents for a Safer Environment has requested that additional pesticides be reported as "Bad Actors", but *after studying this request and*

consulting Dr. Susan Kegley, who was instrumental in developing the PAN pesticide database, the IPM Advisory Committee decided that the County will report as "Bad Actor" pesticides only those that are designated as such in the PAN database." The implication here is that the county has not been under reporting and missing Bad Actors in the past. This misleading statement takes no accountability for the serious error made for years and further degenerates the trust between the public and the county.

The county continues to miss Bad Actor pesticides for the reasons that numerous PfSE members and Dr Reeves, a senior scientist representing PANNA have submitted in writing and the developer of the database, Dr Kegley explained at the meeting, including salt forms of Bad Actor parent chemicals and known human reproductive or developmental toxins that are on the US EPA Toxic Release Inventory List that are not being tracked as Bad Actors.

3. Third, In the Fall of 2013, the County decided to use an Administrative Bulletin in lieu of an IPM Ordinance. PfSE has found errors in the County Counsel's documents and provided specifically two questions to the the County Counsel's first 2009 document that was produced with the advice of the IPM Coordinator. To date, the county has refused to answer why for one, only half of a sentence from the county statute was cited, when if cited in its entirety, would have provided the support for exactly the opposite conclusion. Two, how have other counties adopted an Ordinance when our county counsel's 2011 document states that an Ordinance is illegal per the pre=eminent authority of the CDFG.

Numerous PfSE members including myself have requested at least 5 times in public comments and submitted in writing for the county to provide answers to our specific questions about errors we have found in the county's "legal analysis" that refers to an IPM Ordinance as " irrelevant" and "illegal." These county documents were used by the staff to convince the IPM Advisory Committee to not even consider an Ordinance. In addition, a presentation from the Santa Clara County IPM Manager who stated and submitted a written testimony saying that IPM programs are difficult to implement unless an Ordinance is in place was omitted by staff from the meeting minutes entirely. The SF IPM Manager also stated to PfSE that without an Ordinance he would not have the leverage to do get cooperation from staff to cooperate; however for some reason the IPM Coordinator did not pursue inviting him to speak to the Committee after hearing the Santa Clara County's IPM Coordinator. The Marin County Coordinator lost his position after violating the IPM Ordinance, something that will not happen in our county although our county's IPM policy and the Public Records Act have been violated at least on a quarterly basis by staff since 2009. To date, no genuine replies have been provided to PfSE's analysis in response to the county's conclusions. We have only received, "we are staying with our earlier analysis," which the community cannot accept as very transparent nor accountable.

4. Fourth, Reducing Conflicts of Monetary Interest on the IPM Advisory Committee. PfSE has requested a 5 year moratorium on financial benefit to individuals via county contracts or employment after being on the IPM Advisory Committee, which has yet to be addressed. The IPM Coordinator stated in the Response Table that the decision is up to the Board of Supervisors to make. We ask you then, would you support a 5-year moratorium of financial gains for anyone serving on the IPM Advisory Committee in order to deter those vying for seats for monetary incentives? Second, would you be willing to support a prohibition of pesticide salesperson soliciting to county staff? The IPM Coordinator states that staff do not receive and have not been offered gifts from pesticide salespersons. We would like to know how the IPM Coordinator can assume this as stated in the Response Table.

In the Table, the staff states that Michael Baefsky was not a member of the IPM Advisory Committee. Staff omitted that in 2009 he was talking with General Services staff about work while actively participating in the IPM Committee at the time that previously only engaged county staff. The Committee was informed by the Board of Supervisors that community stakeholders would be joining the committee that year. Mr Baefsky although an expert in many aspects, also recommended the use of neonicotinoids, linked to the demise of the Bee Colony Collapse Disorder and adamantly supported its usage and advising the Committee that it was 20x more expensive than the use of biological controls that PfSE recommended. At the urging of Elisa Wilfong of the Clean Water Program, the IPM Coordinator was urged to provide the data that revealed that using the biological control at the contracted site would have cost only \$100 more, far less than what the IPM Coordinator and Mr Baefsky, her former instructor/mentor at the junior college, suggested. The county applied another insecticide with the approval of the IPM Coordinator and did not use the least toxic and effective nematodes that other counties use for grub control on lawns. Other public agencies including neighboring counties report that nematodes are much more effective with one application for the entire season whereas insecticides are not even as effective besides the higher risk to public health, bees, pets, and our creeks.

In a swift decision over 7 years ago, Dr. Walker, Director of the Department of Health Services Director prohibited his staff from inviting and meeting with pharmaceutical salesperson on county grounds and time. Even highly productive and good workers were approving the purchase of unnecessary pharmaceutical products and receiving gifts in exchange such as tickets for sporting events and theater and vacation accommodations. Would you expect staff who purchase pesticides to be any less susceptible than staff working in the Health Services Dept? It's common to hear of Monsanto providing free fishing trips to exotic places to those in charge of large contracts. Reps from pesticide distribution companies are constantly providing incentives for loyal customers. Apparently this is a very expected ritual to receive perk gifts for purchasing

pesticides. Will TWIC be willing to recommend changes to those who purchase pesticides so that they are not allowed to meet with salesmen and also provide a questionnaire asking if they have received any gifts from anyone who is affiliated with companies that have sold them pesticides or pesticide related products and services?

5. Fifth, PfSE member have requested that a non-voting and non-county staff member facilitate the county meetings. After witnessing numerous occasions of the meeting minutes being transcribed inaccurately and in a biased manner, I would also ask that a staff person not responsible in pest control issues be responsible in transcribing and working on the meeting minutes. PfSE members objected to the re-writing of comments, omissions, and other manipulative behavior, and asked for at minimum tape recording of the meeting minutes that can be accessed online so that the staff and anyone else at the meetings can be held accountable for statements and agreements made at the meetings for starters.

PfSE members also feel a lack of good-will and collaboration when the IPM Coordinator references statements by members that were never made. For example, in the Response Table, it states that a PfSE member stated at the February 12, 2015 TWIC meeting that "The IPM Committee is planning to include only 70% of PfSE's priorities as the Committee's priorities for 2014." We would actually be thrilled if this was the case.. however it is not the case (see the 3 public comments made at the meeting and attached as TWIC minutes) since less than 25% of our recommendations for priorities were addressed and almost no tangible recommendations for alternatives were produced from the subcommittees. We would like the county to be accountable and make this correction and list as erratum on all meeting minutes where this Response Table has been provided. It is also difficult for the Committee to make decisions when the county is not providing helpful documents prior to a meeting when decisions need to be on data and not on just staff's recommendations that come with no supportable evidence.

There is more unresolved issues that were covered by Shirley Shelangoski and we will submit additional collaboration unresolved issues as well in the near future. We ask the TWIC co-chairs to convene a meeting with a facilitator who is not county staff, to help resolve these issues that continue to be unresolved.

Sincerely,

Susan JunFish,
Parents for a Safer Environment
Moraga resident
junfish@gmail.com

Jan 9, 2013

From: Susan JunFish, Parents for a Safer Environment, Steering Committee

To: IPM Advisory Committee

Rodenticide usage by the Department of Agriculture in open space and by the Public Works Dept contractors in school yards and other landscaped areas near civilians is not practiced by other counties with IPM Ordinances like Marin, S.F. and Santa Clara Counties.

Our county is endangering pets and wildlife with the use of diphacinone, according to the literature.

Kestrels were shown to be 20-35x more sensitive than non-predatory birds. As low as 35 mg/kg diphacinone showed internal bleeding in Kestrels. Hemorrhaging included liver, kidney, lung, intestine, and skeletal muscles. Authors conclude that Raptors may be at higher risk from diphacinone than understood previously. Please see full study as provided, and also electronically.

~ Rattner et al, Environmental Toxicology, May 2011

All Bobcats that died from a common mite that causes mange were biopsied and found to have rodenticides in their livers. Authors state that the animals may have a lowered immune system from the exposure and thus a natural parasite such as the mite may have been able to overcome the bobcat.

~ Laurel Serieys et al, Journal of Wildlife Management, 2007

The following are the LD 50 for the following animals upon exposure to diphacinone. E.g. the amount (in mg) of diphacinone per kg of animal's weight, to be lethal to at least 50% of a given animal:

- LD 50 in ground squirrels is .5 to 1 mg/kg
- LD 50 in rats is .3 to 7mg/kg
- LD50 in mice is 50 to 300 mg/kg
- LD50 in cats is 15 mg/kg
- LD50 in dogs is 3 to 8 mg/kg
- LD 50 in kestrels is 35 mg/kg

LD₅₀ data from the Cornell University IPM Cooperative Extension Program.

	Oral LD 50	Average weight	Diphacinone needed to kill individual animal	
Ground Squirrels	.5 to 1 mg/kg	.28-.74kg	High as .74 mg	
Wood rat mice	.3 to 7 mg/kg 50 to 300 mg/kg	.2 - .5 kg .01 - .04kg	High as 3.5 mg High as 12 mg	
Cats	15 mg/kg	3 -7 kg	As low as 45mg	Takes less than 4 mice or 13 rats
Dogs	3.0 - 7.5 mg/kg	> 20 kg eat ground squirrel	As low as 60 mg	Takes 5 mice or 17 rats
Mallard ducks	3158 mg/kg	1-1.4 kg	As low as 3,158 mg	—
Northern Bobwhite	2,014 mg/kg	.15 kg	As low as mg 302 mg	—
Kestrels	97 mg/kg	.08 - .12 kg	As low as 7.8 mg	Takes <1 mouse
Red Tailed Hawk	Predatory birds likely similar	.69 – 1.3 kg	? 67 mg ?	Takes 5 mice or 17 rats or 90 g.s.
Bobcat	indirect death via lowered immune system and inability to overcome stress from mites.	6 – 18 kg		

The endangered San Joaquin kit fox (*Vulpes macrotis mutica*), several endangered species of kangaroo rats, the riparian brush rabbit (*Sylvilagus bachmani riparius*), the riparian wood rat (*Neotoma fuscipes riparia*), and some endangered amphibians and reptiles also are within the California ground squirrels' range, so some squirrel control techniques could impact them as well.

~ UC IPM Cooperative Extension

March 2, 2015

Public Comment regarding item not on the agenda

To: TWIC co-chairs, Supervisor Mary Piepho and Supervisor Candace Andersen
From: Shirley Shelangoski, Parents for a Safer Environment

From: Submitted by Shirley Shelangoski and read by Michael Sullivan during Public Comments.

Re: Why is county staff advising to prioritize weed control this year again when last year staff said it had little herbicide usage problems?

I attended the first Weed Subcommittee of the IPM Advisory Committee on February 17th where the same four staff members from last year's Cost Accounting Subcommittee were present along with two Community members of the Committee.

I was stunned earlier this month when everyone agreed that the Weed Subcommittee should address the Grounds program pesticide spraying. This was after Tanya confirmed that the largest amount of pesticides was applied to Roadside and Flood Control District Programs. PfSE has provided photos of children walking along the Flood Control Channel pedestrian trails close to schools and homes where pesticides are broadcast sprayed and expressing concern for years about exposure to the community in these areas. I am confused as to why staff agreed that that there were no significant herbicides used in the Ground program last year and now want to prioritize Grounds program weed problems this year.

Last year, I attended all the Cost Accounting subcommittee meetings that chose the Grounds Program for evaluation. When members of that Cost subcommittee asked the IPM Coordinator about accessing information on the costs of herbicide usage and the costs to replace with alternatives, Ms Drlik stated that "There are so little herbicides used by the Grounds Program, that it would be a waste of time to address costs of using them." I remember clearly that county staff, Michael Kent, asked the question, ""But isn't that what this Committee is suppose to do, address cost issues of pesticides?" Ms Drlik again insisted that it would be a waste of time to address costs on herbicides since almost none is used and that it would serve the program better to focus on other best practices like water conservation. No one challenged this further and the Subcommittee produced no recommendations regarding any pesticide application program nor mentioned pesticide costs nor that of alternative methods in its final report to TWIC. I am attaching a copy of the report to my public comments.

Now forward to this year's Weed Subcommittee. Several members, both staff

and community volunteers, asked which programs were most likely to expose the public and perhaps the environment to pesticides. It was very apparent that the Subcommittee members did not have the information needed to determine which programs used the most pesticides, the Bad Actors or the most dangerous pesticides where exposure may occur. These questions came up repeatedly and finally it was agreed that the staff should present the information at the next meeting in March. However, the Ms Drlik advised that a decision of what to address should be done that day since waiting for information regarding the pesticide usage in each program would stall the process. So everyone followed the suggestion to evaluate the Grounds Program's weed problems without questioning why it was not worthy to address last year due to insignificant use of pesticides. My hand was raised repeatedly and so were other community members but we were told that they had to move on and I was not able to speak. I sent my concerns in writing to the four staff members present at the Weed Subcommittee meeting and have not received any explanation on this change of perspective of priorities from either Ms Drlik, Ms Cellgren, Mr. Kent nor Mr Godoy.

I would ask that in the future, that the IPM Coordinator provide the information of how much pesticides are being applied for each program, how much of the Bad Actors are also being used and how, so that with the feedback from staff, the Subcommittee can decide which program to choose to evaluate innovative technologies, posting and transparency issues, cost issues, and a decision making process as agreed upon at the January 14th IPM Advisory Committee meeting. This information is **needed by the Subcommittee in advance or at least in time for these important decision making meetings that are time critical.**

Further documentation states the lack of herbicides used in the Ground Program according to the IPM Coordinator, as evidenced by the attachments in the TWIC packet provided to you today dated Feb 17, 2015, a memo to TWIC on the Progress Report of IPM Activities from May to Sept, 2014. It states under item 2. "The Committee...learned that the Grounds Division does not use any insecticides, or fungicides and does not use a large amount of herbicides on county landscapes." Has there been a significant shift since September 2014 that has yet to be reported? I have attended all the meetings and no changes in the Grounds program have been reported to my recollection.

We need to be cautious that we not only focus on least controversial topics but remember that the community depends on staff to tackle those issues that are the most difficult due to having to advise staff of programs on alternatives and which may gather some resistance from staff. **Both staff and community members reluctantly agreed to working on the Grounds Weed Program, expressing that they did not want to repeat what happened last year at the Cost Subcommittee that addressed the Grounds Program. We believe that something is amiss and would like an explanation and/or at least an opportunity for the Weed Subcommittee members to make a decision with data available.**

January 14, 2015

To: Tanya Drlik & CCC IPM Advisory Committee

From: Susan JunFish, Parents for a Safer Environment

Re: Request to address items in documents submitted to the Committee that appears to be erroneous or statements where supportive evidence is not available,

"Background on some of the issues proposed as 2015 priorities for the Committee,"
Jan 6, 2015 :

1. Item #3 states that no former IPM Committee member has contracted w/ the County. In 2009, Michael Baefsky, a community representative of the IPM Advisory Committee received a contract with the former General Services Department according to a document from Terry Mann, former Deputy Director of the General Services Dept . After receiving that contract, Mr. Baefsky's behavior on the Committee changed significantly.

In order to reduce bias and conflict of interest on the Committee, we ask for your support to amend the ByLaws to restrict former voting members of the Committee representing the community from doing business with the departments of the county that use pesticides, namely Public works and Agriculture Departments (General Services has been folded into Public Works Dept).

2. Item #6 states that the county would incur a charge of \$16,720 per linear mile for ground squirrel control if we paid a contractor who charges \$25/squirrel trapped. This is very speculative and we would like to see the county take bids from trappers and share the proposals with the Committee.

3. Item # 8. The document states that the Santa Clara County's use of trapping for their ground squirrel problem is very limited in park areas and not for roadsides. This statement can be misleading. I interviewed the Santa Clara County's IPM Manager to get clarification. He stated the following:

Santa Clara County uses only traps in 47,000 acres of open space that includes 29 county parks. Their parks are both natural resource areas (open space, not managed park lands.. only managing invasive weeds) and recreational areas. They also use only trapping at all correctional facilities, all buildings, and their 2 airports comprising of 700 acres. They also use only trapping in the right of ways (this includes park trails, infrastructure next to roads, bridges).

Please make corrections on the background document so that it more accurately reflects the facts. Thank you in advance.

Public Comment to the County Pesticide Committee
January 9, 2013 meeting

Good Morning, my name is Renee Adams and I'm a resident of Orinda and an active grandmother of many children. I would like to see all children have the best chance to grow without being in harm's way of unnecessary pesticide spraying and that's why I'm here.

We are the only county among Marin, San Francisco, and Santa Clara Counties that continue to broadcast spray pesticides along 70 miles of creek banks in the flood control district for weed control. When will this practice stop? I hope this year because I do not want to worry about my grandkids getting exposed to pesticides by playing along creeks.

Parents for a Safer Environment has documented the toxicity of the herbicides being used by the Public Works Department. We are damaging the ecosystem by the broadcast spraying.

Can't we at least stop this type of practice that is guaranteed to contaminate the water, drift into the nearby businesses, residential neighborhoods, and schools that are lined alongside the flood control districts by only a few yards of distance from the spraying?

We can at least spot spray and provide a larger buffer zone from the waters like other counties do when they spray at all which is rare compared to our county. At least until we move away from pesticides.

We are thankful to the Flood Control District that at least they have worked with Parents for a Safer Environment on our 400 goat grazing field project along Pinole Creek that resulted in showing that goat feces do not contaminate water downstream unlike cattle feces. We wish to see that goats are utilized right along flood control districts as a least toxic alternative to herbicides as soon as possible as it is being done in Cheyenne, Wyoming throughout the year.

Better yet, let's think long-term, and pilot restoration projects along the flood control district creek and channel banks with native grasses that compete out unwanted vegetation so we can get off the un-ending need to use up county's resources on expensive maintenance for weed control. If other counties like Yolo and Santa Clara can conduct sensible restoration projects, so can we! My understanding is that community groups are doing this in Walnut Creek. If volunteers can do this, why can't the county work with volunteers to do more restoration projects for a more sustainable and permanent fix?

Bearing witness to the risk being imposed upon our county's community, wildlife and the environment is not very pleasant. I much rather enjoy spending more time with my grand kids but until the county makes significant changes in the pest control programs, I will continue to express my concerns to the county and to help my community become aware of these serious county pesticide dependency problems.

January 9, 2013

To: IPM Advisory Committee

From: Shirley Shelangoski, resident of Contra Costa County, Parents for a Safer Environment Steering Committee member.

Good morning members of the Committee and Happy New Year! My name is Shirley Shelangoski and I am a Pleasant Hill Resident and on the Steering Committee of Parents for a Safer Environment as well as on the Board of various organizations and state political campaigns. I'd like to provide a summary of priorities that Parents for a Safer Environment would like to see receive immediate attention in 2013.

First, please accept a copy of this letter from Pesticide Action Network's (PAN) senior scientist, Dr. Margaret Reeves. In summary, it states she has reviewed the Contra Costa County's Pesticide Use Summary Table and concludes that our county is misidentifying and under reporting Bad Actor pesticides. The county is omitting highly acute toxins and salts of bad actors because the PAN database is not being read correctly. Please accept this letter and immediately address the errors that are currently reported on the Contra Costa County's Annual Progress Report for fiscal year 2011-2012.

Parents for a Safer Environment has calculated in 2011 that over 30% of Bad Actors are not being reported. Under reporting the application of Bad Actor pesticides provides a false sense of security and is misleading. This should be a high priority, to make these corrections and resubmit to the IPM Advisory Committee for review before updating the Annual Progress Report.

Two, phase out Bad Actor pesticides by the end of 2013 and eliminate the use of all rodenticides immediately. We ask that rodenticide usage be immediately replaced with trapping as practiced in other counties. This should be a top priority to stop practices that both endanger and kill our wildlife. We are shooting ourselves in the foot by killing off the very predators that would control ground squirrels as nature intended.

Three, we ask that Pestec cease the use of all glue traps for rodents. Parents for a Safer Environment interviewed each pest control operator that bid for the structural pest control contract in 2009 and convinced the county staff to not choose the lowest bidder but instead choose Pestec since they assured us that rodenticides and glue boards would never be used. We are pleased with Pestec's performance overall and ask that any use of the glue boards be immediately eliminated and that Pestec provides a written statement by e-mail stating when this practice has ceased.

Four, demonstrate that for each pest control problem, least toxic alternatives were evaluated first prior to choosing pesticides. We want to see the matrix of non-chemical alternatives that are working in other counties and documentation showing sincere attempts by our staff to implement them. Any program claiming to practice IPM would provide this information particularly when pesticides are selected to be the solution.

Five, require all contracts for pest control operators to include IPM language and requirements and award contracts to only those vendors with a strong IPM track record and references. The Public Works Department's Special District has hired contractors who have been using rodenticides in landscaping in the past two years at least. Currently, their contracts include no IPM requirements. We ask that the Committee

recommend immediate cessation of rodenticide usage by the Public Works Dept contractors.

Six, provide posting requirements that are at least as protective as neighboring counties who implement IPM programs, including the identification of products applied at the site. We thank Dan Jordan of the Public Works Program who worked to set up notification of sprayings on the county's website. I am submitting a copy of the posting requirements of three other counties besides ours that the staff have drafted. Instead of being the least transparent and accountable, our posting policy can be a leading example.

Seven, please support a permanent public health expert seat on the IPM Advisory Committee by converting this current substitute seat into a permanent seat. A Public Health expert such as Dr Myrto Petreas should not be a substitute but be an equal member of a fully participating and voting IPM Advisory committee. This expert would be able to assess health risk issues, be able to interpret scientific papers in this area, be familiar with biochemistry and toxicological terms, be able to interpret the PAN's and other pesticide toxicity databases accurately, and will be able to provide support to the Committee in these areas that requires years of training in this field.

I have closely followed the county's IPM program for the past 18 months and attended nearly every subcommittee and IPM Advisory Committee meetings while reviewing the relevant documents. The existing IPM program needs a lot of work and addressing the priorities I have just listed here would help Contra Costa County come up to speed with award winning IPM county programs in the Bay Area.

I thank you in advance on behalf of the community and ask you for your wisdom and thoughts on these issues.

Respectfully,

Shirley Shelangoski

Feb 11, 2014

To: TWIC Co-Chairs, Supervisors Mary Piepho and Candace Anderson

From: Shirley Shelangoski, PfSE

I would like to start out by thanking the Co-Chairs for asking county staff at the December 5th TWIC meeting to provide responses to Parents for a Safer Environment's list of Unresolved issues from 2013 and 2012.

Three items I am asking you to address this morning involves inaccurate statements in the Triennial Report, key change in reporting by staff that was left out in the Annual Report and concerns about PfSE community members' public comments that were never mentioned in the Dec, 2013 and in the Dec 2012 TWIC meetings as promised.

1. The IPM Advisory Committee voted whether or not to list "unresolved issues" in the Triennial report because staff did not want to acknowledge there were on-going problems raised by the community and felt that they were resolved. The majority of the IPM Advisory Committee appeared not to agree, and voted that "unresolved issues" should be listed in the Triennial Report, as submitted by Parents for a Safer Environment. Additional justifications listed in the Triennial Report were added by staff after the meeting and were not discussed nor approved by the IPM Advisory Committee. Staff stated in the report that all 6 items had been resolved except for the civility issue towards the public. This is *not* the consensus by the Committee and no vote was taken to conclude such. The statement is an opinion of the IPM coordinator and that should be made clear in the Triennial Report. I ask that the IPM Coordinator retract her personal statement made in the Triennial Report.

2. The IPM Advisory Committee listened to a presentation by Dr. Susan Kegley of the Pesticide Research Institute who developed the EPA award winning PANNA database. She clarified some of the Bad Actor pesticides the county had misidentified. I think some positive resolution occurred and that the county began including at least the acutely toxic pesticides that were omitted as Bad Actors in the past. However, the county is still missing the Known Reproductive/Developmental toxins listed under the EPA's TRI. I ask that you instruct staff to include the TRI toxins AND to correct in the Annual Report that they acknowledge that they have misidentified and not reported all the Bad Actors in the past decade, including the Acutely Hazardous and the TRI known human reproductive/developmental pesticides. Currently, the text in the Annual Report is not transparent of this significant correction.

3. At the Dec, 2012 TWIC meeting, eleven Parents for a Safer Environment, Audubon Society, a rodenticide poisoning witness at Kaiser Hospital, and Cagwin & Darwood staff all testified with public comments that were also provided in writing. These were not referenced nor posted in the meeting minutes. In a subsequent TWIC meeting, we asked for your attention to this matter, and we were told that administrative staff John Greitzer would work with us. This did not happen and we ask that all public comments that we submitted by hard copy be posted online for tracking purposes. I can help by providing you electronic copies if these public comments he promised would be provided as copies to anyone asking for them, have been lost. We would also appreciate the 2013 public comments posted and linked to all meeting minutes.

Thank you for your follow-up on the three items of concern.

Shirley Shelangoski

Report of the Cost Accounting Subcommittee to the Contra Costa County IPM Committee.

Prepared by Tanya Drlik, IPM Coordinator September 2014

Members

Vince Guise/Matt Slattengren/Chad Godoy
Susan Heckly
Michael Kent
Allison Knapp/Joe Yee
Marj Leeds—Chair
Cece Sellgren

The Cost Accounting Subcommittee met five times in 2014: February 20, March 18, April 15, June 17, and August 19.

After considerable discussion during the first two meetings about the areas on which to focus the committee's attention, the committee agreed to investigate the cost of a long-term transition to more sustainable landscaping around County buildings that would require less maintenance, energy and water, and minimal or no pesticide use. The committee researched the costs of turf vs. ornamentals and the cost of artificial turf. Over the 5 meetings, the committee learned the following:

- The Grounds Division uses most of its herbicide on the Marsh Creek Firing Range where they must maintain bare ground because of fire and other safety regulations.
- The Grounds Division has quite a diverse portfolio of landscapes around County buildings as well as other sites to maintain—over 100 sites. It is extremely difficult to make generalizations about County landscapes because they are so varied, and the amount of funding is so different from one site to another.
- When Kevin Lachapelle took the position as Grounds Manager, he made the decision to stop using insecticides, miticides, or fungicides. The Grounds Crew tries to keep the landscapes healthy enough that these pests are not a problem, but if plants succumb to damage from insects, mites or fungus, they are removed.
- The Grounds Division uses only herbicides, and the majority of the herbicide is Roundup® (glyphosate) that is used in spot treatments around County buildings. These spot treatments are primarily in cracks and crevices in pavement. Cracks can be sealed in pavement, but this is expensive, has environmental consequences, and will always provide spaces for soil to collect and allow weeds to germinate. Pre-emergent herbicides are no longer used around buildings, so the amount of pre-emergent used is small.
- The Grounds Division has been de-landscaping buildings and medians (and covering the soil with mulch where feasible) over the last few years because of lack of funds for maintenance. Summit Center on Arnold Drive in Martinez is one site where this has been used extensively.
- Artificial turf is costly to install (around \$25K for 1000 sq ft). Conversion to artificial turf would entail the substantial use of herbicide to kill any vegetation at the site. Artificial turf is a petroleum product, it still uses some water (for cleaning), it must be vacuumed and raked, weeds can grow on top of it when enough soil accumulates, in the summer it can increase the heat in the immediate vicinity, and it could pose environmental problems at the end of its life. In the best case, the return on investment is 20 years.
- Artificial turf might be appropriate at sites with tiny, odd-shaped pieces of turf that are difficult and expensive to maintain, if there is some pressing reason the turf is needed.

Artificial turf has been used at some Head Start sites where they like to use it for play areas.

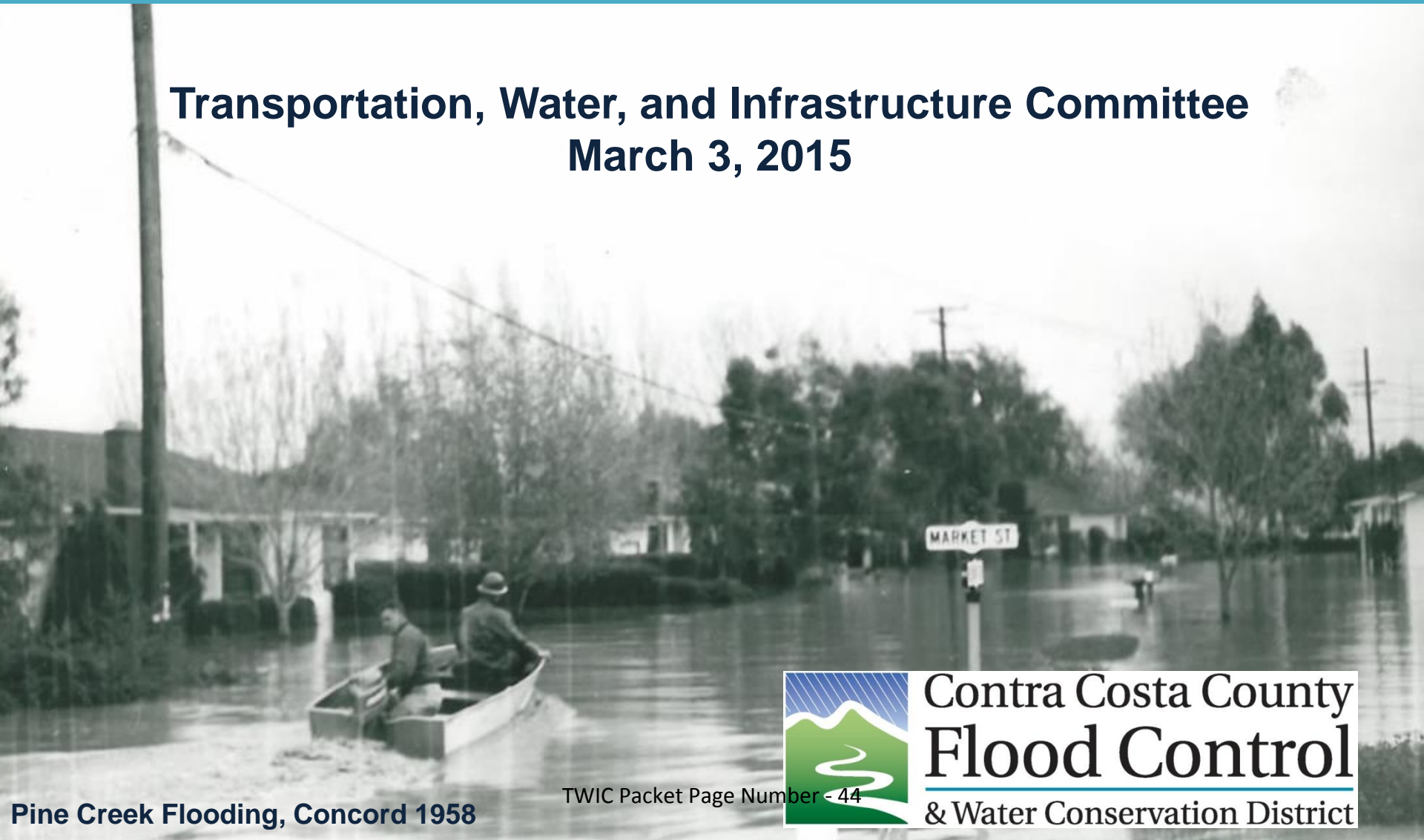
- The costs of maintaining different kinds of landscapes is complicated:
 - So much depends on the site, how it is planted, and with what.
 - Formal ornamental plantings with high water needs and fast-growing plants can take just as much or more water and maintenance as a similar area of turf.
 - Informal plantings with moderate water-use plants need less maintenance and water.
 - Informal plantings with drought-tolerant plants use much less water and need less maintenance.
 - If plants are chosen properly (right plant/right place) and are planted properly (enough room for each plant to reach its natural size), they can be left alone and require maintenance perhaps only 2 times per year.
 - Drought tolerant plants will need water for around 3 years to get established, but then should be able to make it on their own (although in severe drought, they may need supplemental water)
 - Other factors contribute to the cost of maintenance:
 - Deferring plant maintenance (which the County started doing during the recession) can greatly increase maintenance time when the decision is made to resume maintenance. Often plants have grown into a jungle that can take a huge amount of work to tame, and the site looks unattractive once the work is done.
 - Overplanted sites take much more maintenance and water because there are more plants to maintain, and often more kinds of plants that must be treated differently.
 - Plants in the wrong place increase maintenance—for example, if plants are too close together or too close to the building or the sidewalk, they will need constant pruning.
 - No-mow turf that is allowed to go dormant during the summer can use much less water and need much less maintenance, but people will have to accept brown grass in summer.
 - Old irrigation systems need much more maintenance because there are so many more problems as they age.
 - Drip irrigation can require much more attention than traditional sprinklers because the lines are delicate and vulnerable to vandalism, chewing from animals, clogging, or being accidentally cut by shovels or other tools.
- Determining the maintenance costs and herbicide use on any particular County site would be time consuming and would have to be done by hand. The Public Works accounting system would be unable to produce such a report electronically, and the data available in current reports are not suited to understanding the cost of maintenance, water, and equipment.
- People's expectations for the kind of landscapes around County buildings, and the way those landscapes will look, need to change.
- There are many County sites with dead and dying plant material. These are prime sites to examine for re-landscaping with drought-tolerant plants. The irrigation systems at those sites are designed for the old plant material, and the cost of fixing the irrigation would have to be factored in.

Suggestions from the committee

- The County could look for opportunities to change people's expectations regarding landscaping:
 - People cannot expect perfect turf, or any turf.
 - People cannot expect County landscapes to be weed-free.
 - During the dry season, and especially during times of drought, people cannot expect lush, green landscapes.
- The Grounds Division could find opportunities to educate building occupants and citizens, for instance, by using a sign at de-landscaped sites or areas with brown turf explaining that the County is saving water in time of severe drought.
- The County could consider developing a strategic plan for sustainable landscapes around County buildings.
- The County could adopt a policy specifying that any new landscapes that are created or any landscapes that are renewed should be planted with drought-tolerant plants that are appropriate to the site and planted with minimizing water use and lowering maintenance in mind. The policy would have to be general enough to accommodate the diverse uses of County landscapes.
- Since we are in the midst of a several year drought and the prospect for ample rain this winter is poor, this is not the time to begin extensive renovation projects.

Stormwater Funding Needs Report

**Transportation, Water, and Infrastructure Committee
March 3, 2015**



**Contra Costa County
Flood Control**
& Water Conservation District

Presentation Outline

- Stormwater Facilities
- Funding Sources
- Funding Status
- Funding Needs
- Recommended Actions



**San Ramon Creek at Livorna Rd,
Alamo January 2006**

Contra Costa County Stormwater Facilities

- **Regional Flood Protection**
- Community Drainage
- Road System
- Private Drainage



**San Ramon Creek Bypass at Civic Park,
Walnut Creek 2006**

- Regional Flood Protection
- Community Drainage
- Road System
- Private Drainage



Contra Costa County Stormwater Facilities

- Regional Flood Protection
- Community Drainage
- **Road System**
- Private Drainage

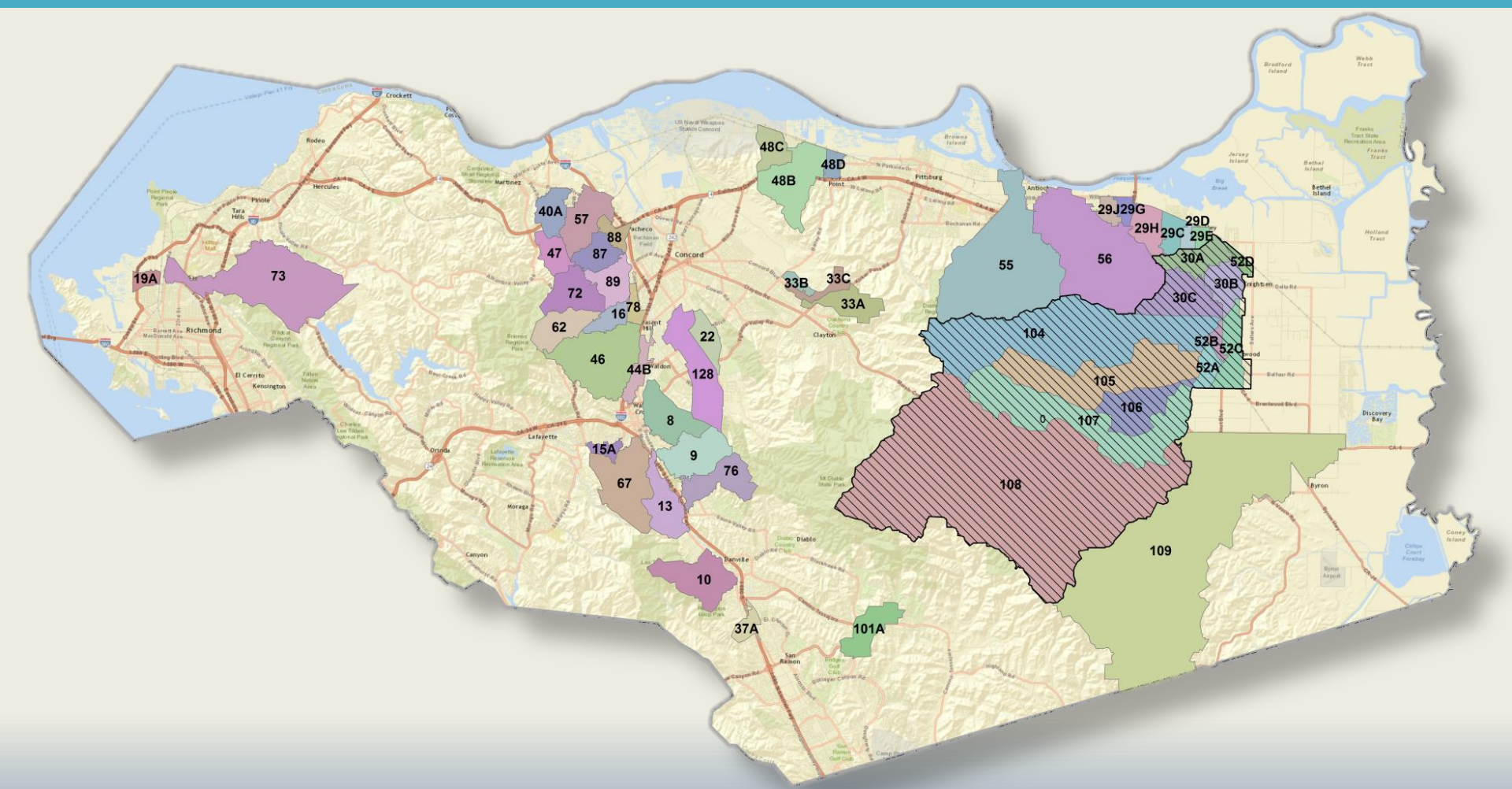


Contra Costa County Stormwater Facilities

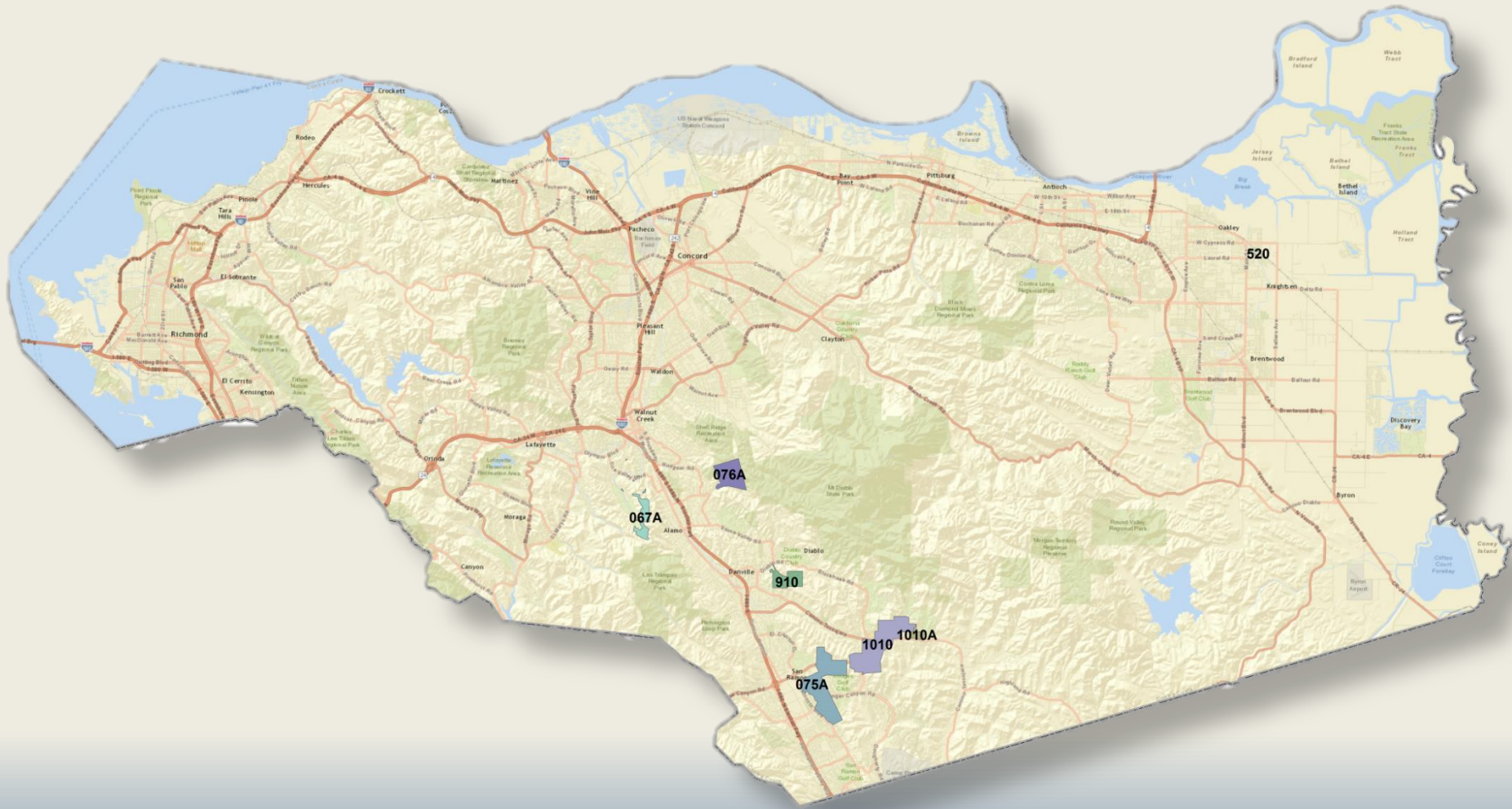
- Regional Flood Protection
- Community Drainage
- Road System
- **Private Drainage**



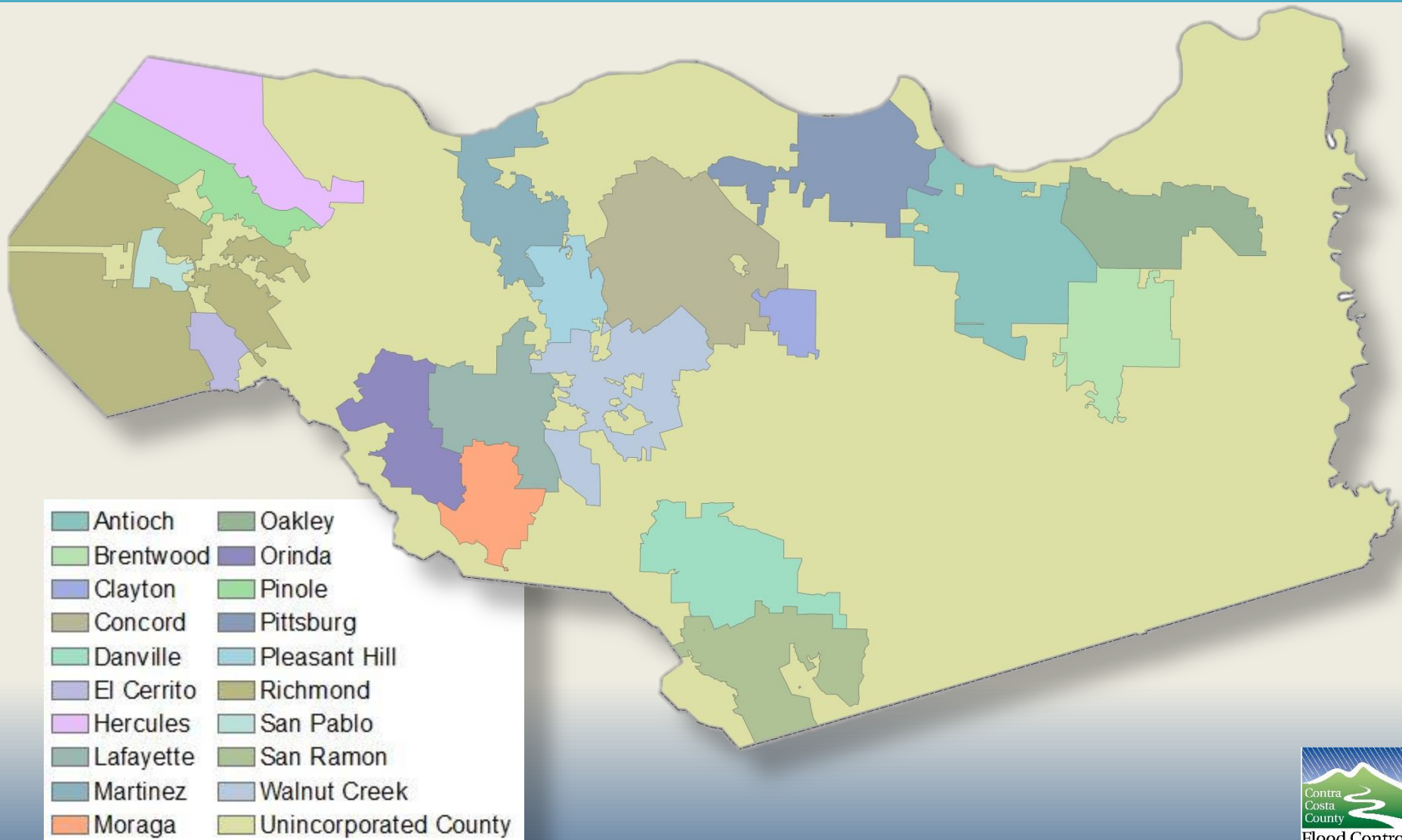
Drainage Areas



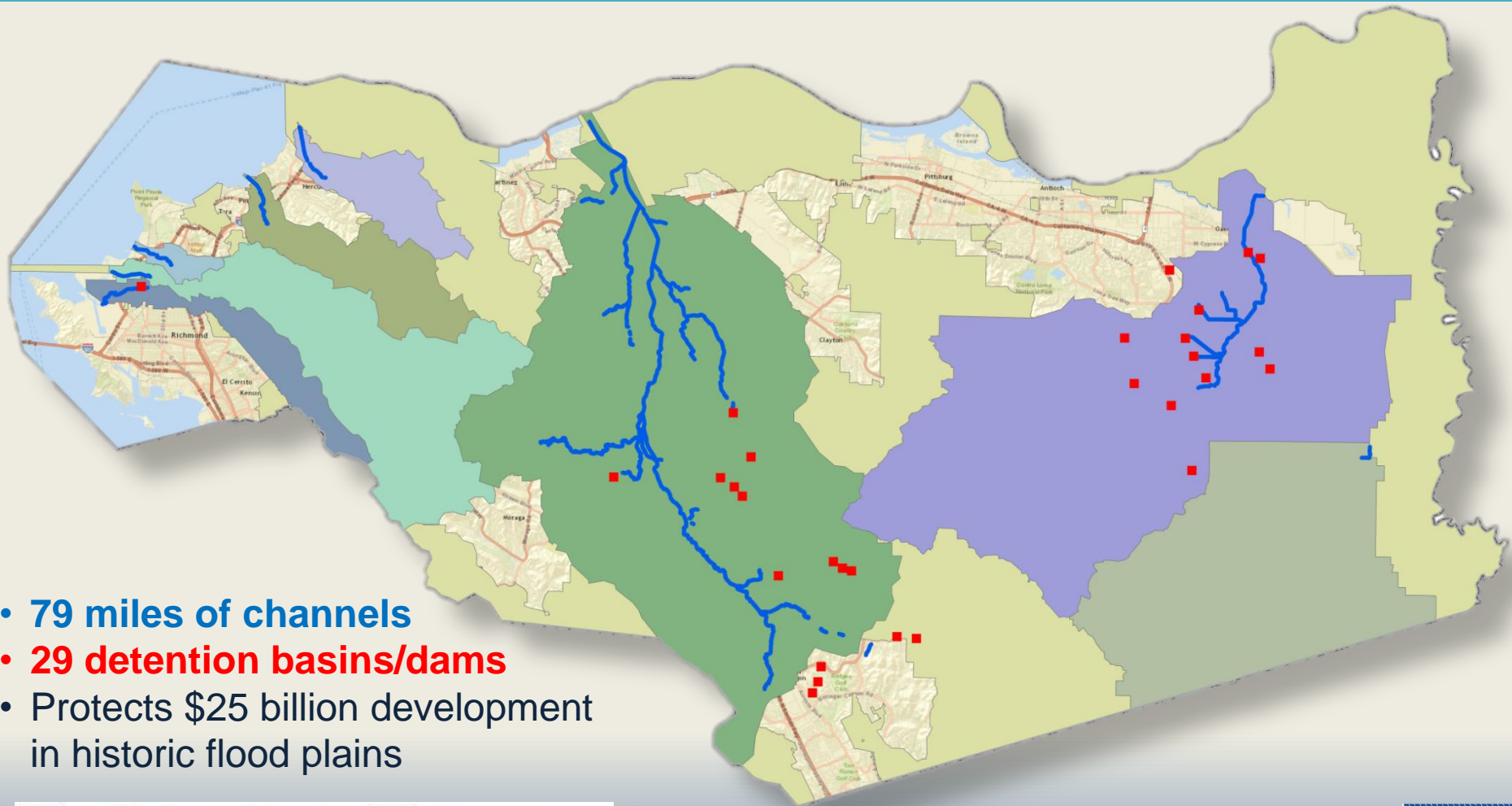
Drainage Area Benefit Assessments



Community Drainage



Regional Flood Protection

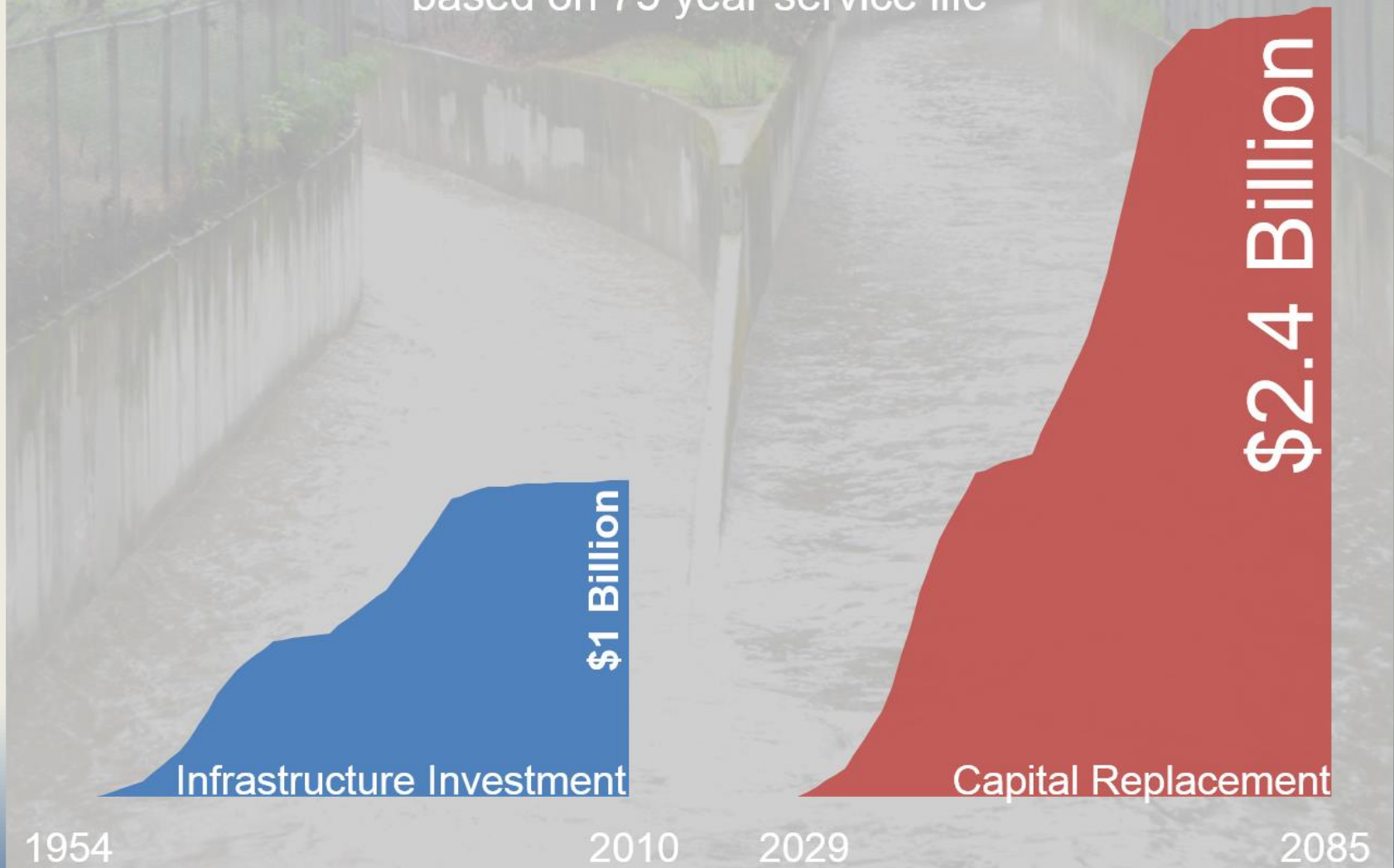


- **79 miles of channels**
- **29 detention basins/dams**
- Protects \$25 billion development in historic flood plains

Marsh Creek Watershed Facilities	Rodeo Creek
Kellogg Creek	Pinole Creek
Walnut Creek Watershed Facilities	Rheem Creek
San Pablo Creek	County-wide Facilities
Wildcat Creek	

Capital Replacement Need

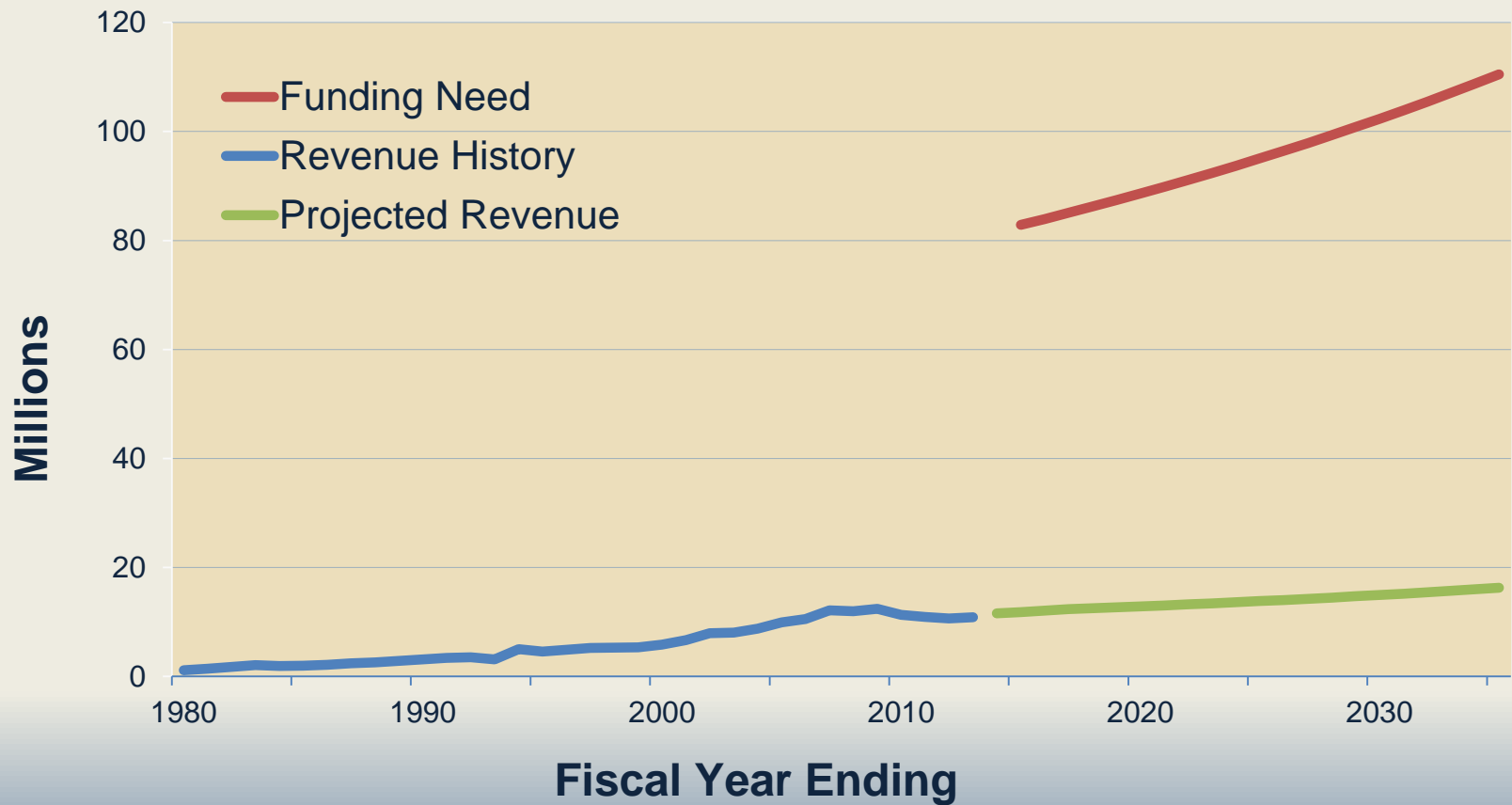
based on 75 year service life



Annual Funding Needs by Entity

Drainage Entity	Maintenance	Capital Improvement	Capital Replacement	Total Need	Current Revenue	Percent of Need
Marsh Creek Watershed Facilities	\$ 800,000	\$ 6,503,429	\$ 1,150,162	\$ 8,453,591	\$ 1,376,994	16%
Kellogg Creek	\$ 70,000	\$ 44,905	\$ 98,551	\$ 213,457	\$ -	0%
Walnut Creek Watershed Facilities	\$ 16,000,000	\$ 8,513,571	\$ 22,926,853	\$ 47,440,424	\$ 4,318,998	9%
San Pablo Creek	\$ 600,000	\$ 15,000	\$ 840,233	\$ 1,455,233	\$ -	0%
Wildcat Creek	\$ 800,000	\$ 2,987,571	\$ 1,120,310	\$ 4,907,882	\$ 69,376	1%
Rodeo Creek	\$ 350,000	\$ 1,630,571	\$ 501,825	\$ 2,482,397	\$ 35,819	1%
Pinole Creek	\$ 100,000	\$ 892,857	\$ 139,161	\$ 1,132,018	\$ -	0%
Rheem Creek	\$ 85,000	\$ -	\$ 120,576	\$ 205,576	\$ 12,690	6%
County-wide Drainage Facilities	\$ 5,000,000	\$ -	\$ 6,905,145	\$ 11,905,145	\$ 3,076,000	26%
Subtotals	\$ 23,805,000	\$ 20,587,905	\$ 33,802,817	\$ 78,195,722	\$ 8,889,877	11%
Regional Planning	\$ 0	\$ 0	\$ 0	\$ 4,660,000	\$ 2,602,932	56%
Totals	\$ 23,805,000	\$ 20,587,905	\$ 33,802,817	\$ 82,855,722	\$ 11,492,809	14%

Annual Funding Needs



Stormwater Funding on Property Tax Bill



RUSSELL V. WATTS

CONTRA COSTA COUNTY TREASURER-TAX COLLECTOR
ROOM 100, 625 COURT STREET, MARTINEZ, CA 94553
TELEPHONE: (925) 957-5280 FAX: (925) 957-2898

2012-2013

FISCAL YEAR JULY 1, 2012 TO JUNE 30, 2013

SECURED PROPERTY TAX BILL

INTERNET COPY

PROPERTY ADDRESS

HACIENDA DR, WALNUT CREEK CA

ASSESSEE AS OF JANUARY 1, 2012

MAILING ADDRESS

APN 179- [REDACTED]

ADDRESS INFORMATION NOT AVAILABLE ON LINE

THE ACCURACY OF THIS BILL MAY BE AFFECTED BY
PENDING PAYMENTS AND CORRECTIONS

ASSESSMENT INFORMATION

LAND
IMPROVEMENTS
PERSONAL PROP

GROSS VALUE

EXEMPTIONS

\$7,000

NET VALUE AS OF JAN 1, 2012

SPECIAL MESSAGES

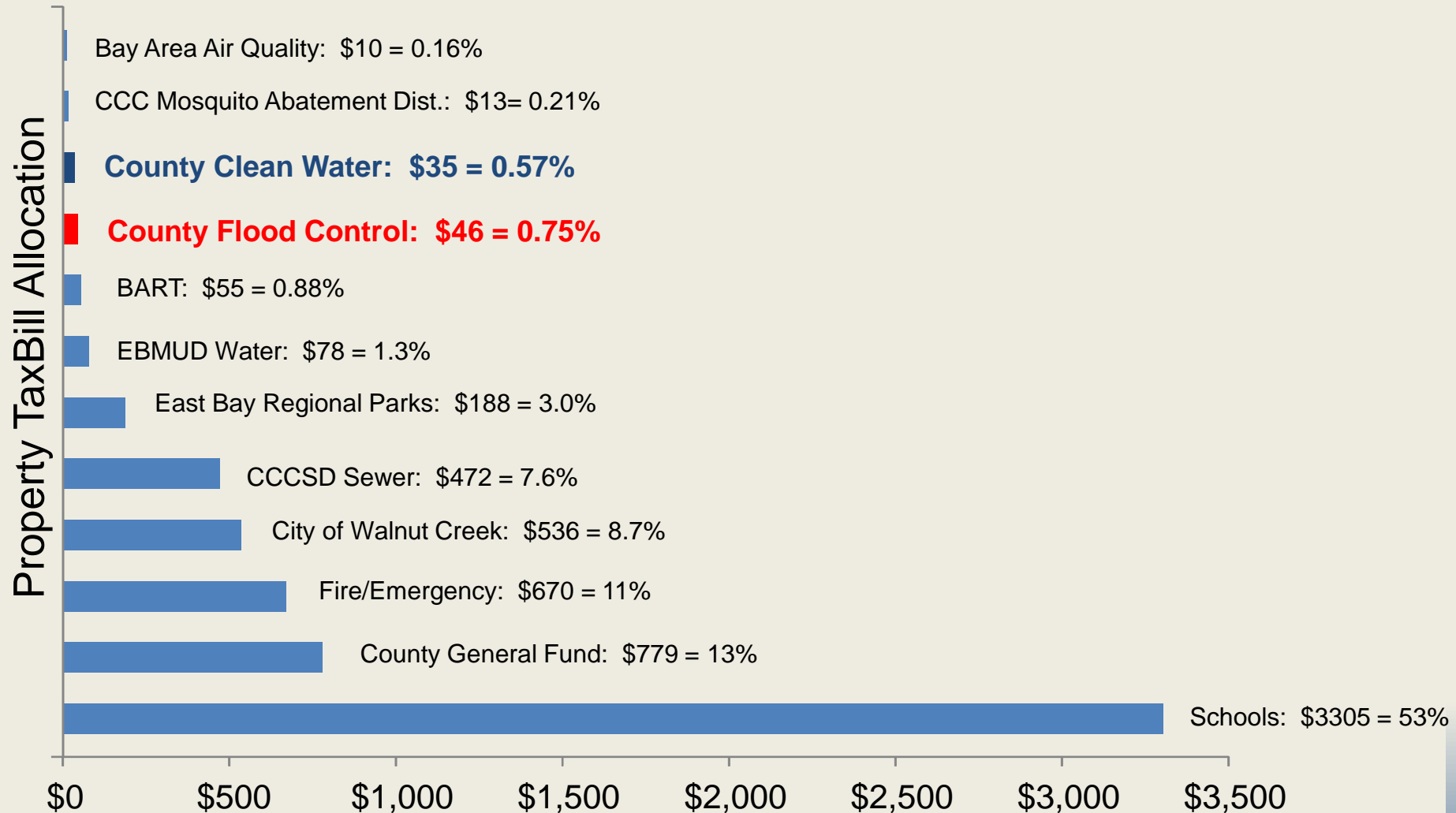
PARCEL NUMBER	BILL NUMBER	CORTAC AGENCY	TAX RATE AREA	ISSUE DATE	TYPE	
179-132-004-5 0	2012-181989		09001	09/07/2012	ORIGINAL	
SPECIAL TAXES & ASSESSMENTS			AD VALOREM TAXES & ASSESSMENTS			
DESCRIPTION	CODE	INFORMATION	AMOUNT	DESCRIPTION	RATE	AMOUNT
MOSQUITO & VECTOR	DV	(925) 867-3400	\$4.74	1%COUNTYWIDE TAX	1.0000	\$7,479.47
EMERGENCY MED B	DY	(925) 646-4690	\$10.00	BART	0.0043	\$32.16
CCCSO SEWER CHG	GE	(925) 229-7115	\$371.00	EAST BAY REG PK BD	0.0051	\$38.14
WC SCHOOL PRCL TAX	HO	(800) 273-5167	\$82.00	ACALANES BOND 97	0.0112	\$83.77
FED STORMWATER A16	IS	(925) 313-2376	\$35.00	ACALANES BOND 88	0.0105	\$78.54
ACL MEAS G&A PCLTX	JF	(925) 280-3908	\$301.00	ACALANES BOND 2002	0.0116	\$86.76
EASTBAY TRAILS LLD	KA	(800) 676-7516	\$5.44	WLNT CREEK BOND 95	0.0127	\$94.99
				WC ELEM BOND 2002	0.0114	\$85.26
				COMM COLL 2002 BND	0.0047	\$35.16
				COMM COLL 2006 BND	0.0040	\$29.91
				TOTAL AD VALOREM TAXES	1.0755	\$8,044.16
				ADD: SPECIAL TAXES & ASSESSMENTS		\$809.18
				DELINQUENT PENALTY		\$0.00
				DELINQUENT COST		\$0.00
				LESS: PAYMENTS RECEIVED		\$8,853.34
TOTAL SPECIAL TAXES & ASSESSMENTS			\$809.18	TOTAL AMOUNT DUE		\$0.00

**County Flood Control:
\$46 = 0.75%**

My boss's tax bill, then adjusted to \$500,000 value

TWC Packet Page Number

Stormwater Funding on Property Tax Bill



Percent of Entire Tax Bill - Based on \$500,000 home in Walnut Creek

Local Funding Ability

Drainage Entity	Fiscal Year 13-14			Projected Amounts	
	Taxed Parcels	Revenue	Average tax/parcel	Funding need	Average cost/parcel
Marsh Creek Watershed Facilities	26,842	\$1,376,994	\$51	\$8,453,591	\$315
Kellogg Creek	694	\$0	\$0	\$213,457	\$308
Walnut Creek Watershed Facilities	115,666	\$4,318,998	\$37	\$47,440,424	\$410
San Pablo Creek	14,867	\$0	\$0	\$1,455,233	\$98
Wildcat Creek	4,783	\$69,376	\$15	\$4,907,882	\$1,026
Rodeo Creek	2,875	\$35,819	\$12	\$2,482,397	\$863
Pinole Creek	5,182	\$0	\$0	\$1,132,018	\$218
Rheem Creek	3,684	\$12,690	\$3	\$205,576	\$56
County-wide Drainage Facilities	52,926	\$3,076,000	\$58	\$11,905,145	\$225
FCD General Fund Parcels	335,292	\$2,602,932	\$8	\$4,660,000	\$14
Totals	562,811	\$11,492,809	\$20	\$82,855,722	\$147

Stormwater Funding Initiative

- Goal: “Utility” status for stormwater similar to water and wastewater
- Exempt stormwater agencies from voter requirements like a water district or wastewater district
- Need a Constitutional Amendment approved by the legislature
- California voters will decide whether to grant an exemption for stormwater

Stormwater Funding Initiative Process

- Legislation begins early 2015
- AB 1362 Gordon & Wolk
- Statewide polling
- Aiming for 2016 election
- Coalition established to push Initiative forward
- Need campaign to support ballot measure



Two Step Process

Step One: Ballot measure approves exemption, grants same authority to local government as water and wastewater districts to fund operations.

Step Two: Each local government agency/area, if desired, goes through a political process to:

- Establish a “utility”
- Determine scope and level of services
- Determine rates
- Determine rate structure

Stormwater Funding Initiative

- It is not a **TAX!**
- Clarification of Proposition 218 exemptions
- Recognizes stormwater as a basic service
- Completes adequate funding for our total water portfolio



Priorities Moving Forward

- Continue Engagement in Statewide Stormwater Funding Initiative
- Continue Conditions Assessments
- Research other Funding Options
- Continue Communication and Outreach Plan



Pinole Creek

Goal is Sustainable Funding



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 05/04/2015

Subject: ACCEPT staff report and AUTHORIZE the Public Works Director, on behalf of the County, to submit to Caltrans and MTC grant applications

Submitted For: Julia R. Bueren, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 2

Referral Name: Review applications for transportation, water & infrastructure grants to be prepared by the Public Works Department

Presenter: Mary Halle, Department of Public Works

Contact: Mary Halle
(925)313-2327

Referral History:

In 2014, the committee authorized submittal of applications for the first cycle of the ATP. Applications for Cycle 2 of ATP are due on June 1, 2015. Similar to last year, the PWD provides a staff report with recommendations for candidate projects and requests authorization to submit these applications to compete for both Statewide and Regional funding awards.

Referral Update:

The call for projects for the ATP was released on March 26, 2015 for Cycle 2 funding. The ATP program consists of State and Federal funds that represent a consolidation of programs including Safe Route 2 School, Bicycle Transportation Account, Transportation Alternatives Program, and several other programs packaged into one call for projects. Cycle 1 of this program was highly competitive with 771 applications submitted statewide and less than 20% awarded funding.

The competitive rating criteria for the ATP program emphasize the following goals:

- Increased proportion of trips accomplished through walking and biking.
- Increased safety and mobility for non-motorized users.
- Advance active transportation efforts to achieve green-house-gas reduction goals
- Enhance public health.
- Ensure that disadvantage communities fully share in the benefits of the program.
- Provide a broad spectrum of benefits to many types of users.

Competitive projects must also demonstrate the ability to deliver the project within the required time constraints and must provide the California Conservation Corps with an opportunity to partner on the project during the construction phase. Grant applications are due to the State and MTC on June 1, 2015.

RECOMMENDED CANDIDATE PROJECTS:

The following projects are recommended to be submitted for ATP funding as these projects will be the most competitive.

Fred Jackson First Mile/Last Mile Connection Project

Fred Jackson Way First Mile/Last Mile Pedestrian Connection Project will remove barriers to pedestrians and provide access to affordable housing, transit, schools, employment, shopping, regional trails, senior center, and community facilities. The existing sidewalks in this area of North Richmond represent barriers to mobility impaired users as the sidewalk width is only three feet with power poles located in the middle of the sidewalk. The proposed First Mile/Last Mile Pedestrian Connection Project will eliminate this barrier and utilize excess lane width and parking width to narrow the road and expand the sidewalks to eight feet wide.

The widening of sidewalks on Fred Jackson Way will extend approximately 1,400 feet from Grove Street to the Wildcat Creek Trail. The project may extend an additional 1,400 feet north of Wildcat Creek and Verde Elementary School to connect to the proposed Urban Tilth Project which is scheduled to begin construction in 2016. The Urban Tilth Project is an Organic Farm, non-profit organization which trains and employs local youth in organic farming techniques. Extension of the bicycle and pedestrian improvements to Brookside Drive will help residents commute to work or travel a short distance to purchase fresh produce. Staff is still evaluating the addition of this element to the current project scope.

North Richmond is identified as a Community of Concern and a Priority Development Area. The proposed project will provide residents with improved access to safely walk their first mile and last mile of their commute. Mode choices will reduce impacts to the environment such as green-house gas emissions and at the same time improve public health by fighting obesity with an active lifestyle.

Appian Way Complete Streets Project

Staff has worked over the years with the community of El Sobrante and the City of Pinole in developing planning studies for Appian Way. Staff is currently developing the complete streets concept for Appian Way that was first identified in a study conducted by Contra Costa Transportation Authority (CCTA) in collaboration with the County and the City of Pinole. This study was approved by the Board in December of 2013, as part of a General Plan Amendment in the El Sobrante area. Preliminary engineering plans have been prepared to determine the scope and location of bicycle and pedestrian improvements on Appian Way. The plans were presented at two public workshops and to the El Sobrante Municipal Advisory Council in the fall of last year.

The planning efforts have included the full extent of Appian Way from San Pablo Dam Road to the City of Pinole; however, this grant application is focused on improvements on Appian Way, from San Pablo Dam Road to Valley View Road. This proposed project would formalize pedestrian and bicycle infrastructure which includes closing the many gaps in sidewalk along this stretch of Appian Way and also proposes countermeasures for past pedestrian collisions. The project includes installation of bulb outs at major crossing locations to minimize the crossing distance for pedestrians which will also calm traffic.

Consistent with complete streets policies, this project would assure that the transportation corridor

is accessible for all modes and all users with an emphasis on a pedestrian friendly environment and ADA access. This project is located adjacent to a Priority Development Area. Staff will continue to work with the El Sobrante Municipal Advisory Council in moving these planning efforts forward.

Pacheco Boulevard Pedestrian Bridge/culvert extension east of Las Juntas Elementary

This segment of Pacheco Boulevard is the last remaining gap in pedestrian facilities along the unincorporated portion of Pacheco Boulevard, west of Arthur Road. School administrators and the parent community at Las Juntas Elementary School requested this improvement because the secondary access through the adjacent residential neighborhood has been closed. Currently, the sidewalk and road shoulder terminates on each side of Vine Hill Creek and students must walk on the narrow road shoulder adjacent to high volume vehicle and truck traffic.

The project will require several permits from various state and federal regulatory agencies in order to be allowed to work in the streambed to extend the culvert. The CTC criteria for Disadvantaged Communities were changed this last year so this area now qualifies as a Disadvantaged Community.

Rio Vista Elementary School Pedestrian Connection Project

Similar to other projects considered, this proposed project would close the last remaining gap in pedestrian and bike facilities on Pacifica Avenue between Driftwood Drive and Port Chicago Highway in Bay Point. Completing the proposed section near Rio Vista Elementary School and Inlet Drive will satisfy all of the goals established with the ATP program as the improvements will encourage a mode shift towards non-vehicular travel, benefit a community of concern and serve all three public school within a quarter mile of the project: Riverview Middle School, Shore Acres Elementary, and Rio Vista Elementary School. This project rated well in Cycle 1 for ATP and was listed on the contingency list of projects.

Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project

Over the past several years, County staff has been working in close collaboration with Caltrans to improve safety and circulation of pedestrians and bicyclists along Bailey Road through the State Route 4 (SR4) Interchange. The Bay Point community has indicated that the existing pedestrian tunnel under the SR4 westbound loop off-ramp is significantly underutilized. The project proposes to remove the existing pedestrian tunnel and install sidewalk and Class II bike lanes along Bailey Road where the off-ramp currently rests. This will allow pedestrians and bicyclists to travel in a direct path along Bailey Road between Canal Road and the nearby Bay Point/Pittsburg BART Station.

The intersection of Bailey Road, the BART station entrance, and the SR4 eastbound loop off-ramp will also be augmented to provide safer circulation for pedestrians and bicyclists. The existing free flow right turn lanes will be removed from the off-ramp and BART entrance to eliminate conflicts with bicycles and pedestrians on Bailey Road. The Bay Point community will benefit from better pedestrian and bicycle access through the interchange to nearby Bel Air Elementary School, the Delta De Anza Regional Trail, and the Bay Point/Pittsburg BART Station.

PROJECTS CONSIDERED:

All of the projects considered as an ATP candidate was assessed based upon the scoring rubric established by the CTC (below):

- Demonstrate the project will successfully shift mode choice 30 points
- Reduce rate of injury 25 points
- Project developed through a community based process 15 points
- Ability to improve public health for targeted users 10 points
- Benefits a disadvantaged community 10 points
- The project is cost effective 5 points
- Local funds are leveraged 5 points

The projects determined to be the most competitive are identified on the list of recommended projects. However all of the projects considered represent important infrastructure needs in our area. The following projects will be further developed and considered for future cycles of ATP grant funding.

• **Danville Boulevard Pedestrian Improvements**

Through a series of four workshops with the Alamo community, pedestrian improvements on Danville Boulevard through downtown Alamo were identified as a community priority along with various pedestrian safety improvements at school sites. The overall vision is to minimize conflict locations between vehicles and pedestrians along Danville Boulevard in the downtown area. This includes considerations to install a roundabout at Orchard Lane and extend curbs to create wider sidewalks and bulb outs to reduce crossing distance, along with increased signage and traffic calming measures. This “key” project for Alamo will require extensive community based design efforts that may be conducted prior to submittal of applications for ATP Cycle 3.

• **San Miguel Drive Pedestrian Improvements**

This project would include expansion of road shoulder along San Miguel Drive to provide an area adjacent to the traveled way for pedestrians to walk from home to school, shopping, medical offices, a regional trail and community facilities. The proposed project would extend approximately 5,000 feet through relatively steep terrain which would require segments of retaining walls to support an expanded shoulder. The project would require removal of approximately 20 trees adjacent to the roadway. The community has shown interest in the project; however, they are currently researching how they might be able to work together to provide a less formal access area that will minimize impact to the area. Accordingly, staff will not move forward with an application for this cycle of ATP but continue to work with the community as their plans move forward.

• **Olympic Boulevard Corridor Connection between IHT and Lafayette-Moraga Trail**

The County has been working with the cities of Walnut Creek and Lafayette over the last two years to develop a trail connection concept plan to join two regional trails: Iron Horse Trail and the Lafayette/Moraga Trail. With the assistance of a consultant, several workshops have been conducted and a formal review process completed this year. DCD Staff is working with the consultant to identify a first phase project and potentially prepare an ATP application.

• **Pedestrian Improvements at I-680/Treat Overcrossing**

County staff and CCTA have been working together over the past year to conduct community workshops and identify potential infrastructure improvements to serve bicyclists and pedestrians using the Treat Boulevard/I-680 corridor between the Iron Horse Trail, through the Interstate-680 (I-680) over-crossing ("over-crossing") near the Contra Costa Centre/Pleasant Hill BART station area, and extending west to Geary Road/North Main Street in the City of Walnut Creek. The I-680/Treat Boulevard over-crossing is one of the main arteries into the Contra Costa Centre/Pleasant Hill BART station area from areas of Walnut Creek west of the freeway.

The Contra Costa Centre/Pleasant Hill BART Area Specific Plan identifies a need for a future bicycle and pedestrian circulation route along this segment of Treat Boulevard. The Contra Costa Centre/Pleasant Hill BART Specific Plan contains policies and recommendations that encourage improved bicycle and pedestrian circulation access to, through, and from the Specific Plan area. The proposed Plan would support and help implement these policies and recommendations. In addition, the City of Walnut Creek adopted policies in their General Plan 2025 that support this project.

The concept plan should be adopted within the coming months. Although the improvements identified through this planning process would be ideal for shifting travel modes to bicycle and pedestrian, it was determined the project status is not ready for the timeline required for an ATP award. Staff will continue working to further scope this project and ready it for the next cycle opportunity through ATP or Transportation for Livable Communities (TLC)

- **Camino Tassajara Bike Lane Gap Closure**

Significant progress has been made over the last five years to construct a bike lane and shoulder on Camino Tassajara. This project proposes to finish the four remaining gaps in bike lane improvements north of Windemere Parkway. The completion of an extensive bike lane project would be a significant accomplishment to finally link all the pieces together. Past projects were funded through the Highway Safety Improvement Program (HSIP) which focuses funding towards locations with a collision history. The segments already completed were those segments with the highest collision rate. Completing these gaps in one extensive project would represent a large project cost but also represent an overall cost savings as compared to completion of a separate environmental processes for each of the individual segments. It would be beneficial to have NEPA studies underway for this project prior to submittal of a grant application in order to assure project delivery on time.

- **Port Chicago Highway/Willow Pass Road Bike & Pedestrian Improvement Project**

The proposed improvements include closing a gap in pedestrian and bicycle improvements within a hub in the center of Bay Point. The improved access proposed for pedestrians and bicyclists links immediately to the Delta De Anza Trail which connects to the BART station within a mile of the project. The Trail links the project to schools on Pacifica Avenue and also improves access to transit. The project is located in a Community of Concern and supported by adjacent school communities, the Countywide Bicycle Advisory Committee, and the project was initiated by the Bay Point Municipal Advisory Council. NEPA and preliminary engineering are already underway with authorization to proceed through Caltrans from a Safe Route 2 School grant. This project also scored well in Cycle 1 of the ATP process and was placed on the contingency project list. MTC has indicated that there are funds remaining from Cycle 1 and this project was selected from the contingency list to receive funding. For this reason, this project was shifted from the Recommended Project List to the list of considered projects.

NEXT STEPS:

If authorized to proceed, staff will prepare preliminary designs and cost estimates for the application package. As described in past years, Staff maintains a data base of past grant applications, categorized by specific program and Supervisorial District. We will continue to monitor geographic equity in grant opportunities. Some funding opportunities are aimed towards disadvantaged communities or Priority Development Areas which focuses project selection to those areas; however, we strive to reach geographic equity as we balance opportunities through other available grant programs which allow a more broad geographic selection.

Staff will continue to develop the remaining projects with the intent of becoming more competitive in future cycles.

Recommendation(s)/Next Step(s):

ACCEPT staff report and AUTHORIZE the Public Works Director, on behalf of the County, to submit to Caltrans and MTC grant applications for the Active Transportation Program (ATP), Cycle 2.

Fiscal Impact (if any):

The ATP program no longer requires a local match for funding; however, one of the scoring categories is based upon leverage of local funds. In order to be competitive, staff will consider pledging local funds in the range of 10-15%, using Area of Benefit Funds when applicable. During preparation of the grant application, staff will determine a specific local match for each project that can be financially supported by the road fund account.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 05/04/2015

Subject: AUTHORIZE Public Works Director to utilize Rule 20A work credits through PG&E to underground overhead electrical facilities within Orwood Bridge/WDCut

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 12

Referral Name: Monitor and report on the Underground Utilities Program.

Presenter: Mary Halle, Department of Public Works

Contact: Mary Halle
(925)313-2327

Referral History:

This item has not been discussed at TWIC recently.

Referral Update:

County Staff was approached by PG&E with the option to encase electrical facilities within the Orwood Bridge structure during the current bridge replacement work. As this work will require minimal work credits and will not require electrical panel conversions for private property, it does not warrant a public hearing.

The project consists of replacing the existing Orwood Road Bridge located along Orwood Road over Werner Dredger Cut in East Contra Costa County. The proposed project will widen the bridge to meet current American Association of State Highway and Transportation Officials (AASHTO) standards. The new bridge will be 220 feet long and 43 feet wide. The structure will provide two 12-foot-wide, traffic lanes, two 3-foot-wide shoulders, one 8-foot-wide bicycle / pedestrian lane along the southern edge, a 42-inch high exterior combined vehicle/pedestrian barrier, a 42-inch high interior combined vehicle/bicycle barrier, and a 42-inch high exterior bicycle railing.

The replacement bridge will be constructed within the existing roadway easement. Additional rights, both temporary and permanent, will be required from adjacent parcels for construction and installation of work trestles, grading, scour/erosion protection, wingwalls, retaining walls, drainage improvements, staging areas and driveway connections. Construction of the new bridge is expected to begin June 1, 2015 and be completed in the winter of the following year.

Replacement of the Orwood Road Bridge over Werner Dredger Cut will require removal and

relocation of the existing overhead utilities, including PG&E's electric distribution lines. The future bridge configuration and proximity of the adjacent East Bay Municipal Utility District Mokelumne Aqueducts prevents placement of the overhead utilities along the north edge of the roadway as they are currently configured. A relocation of the overhead facilities to the south edge of the roadway would require additional utility easements and is opposed by the neighboring property owners on both sides of the bridge. Therefore, it was recommended that the most efficient location for the utilities will be in conduits within the bridge structure and in trenches within the roads leading up to the bridge on either side.

Although PG&E is obligated to pay the full cost of relocating their facilities to accommodate the new bridge under the franchise agreement, PG&E is only obligated to relocate facilities to a "like condition" under the public utilities code. In other words, if the pre-project condition is an overhead arrangement, PG&E is only obligated to fund the costs to move the facility to an overhead arrangement in the final improved road facility. Since the underground arrangement is the only feasible option available for the PG&E facilities, the Rule 20A work credits are proposed to fund the *increase in cost* to relocate utilities underground as compared to the cost for an overhead relocation within the bridge project work area. The estimated increase in cost should not exceed \$100,000 in Contra Costa's Rule 20A work credits.

The project decision to underground the utilities over the bridge structure and within the approach roadways will benefit the County by: avoiding right of way acquisition through private property who are opposed to the placement, allowing the bridge project to move forward as scheduled, and improves safety by avoiding placement of joint poles adjacent to the roadway at the bridge approaches.

Rule 20A Background

PG&E collects and annually allocates Rule 20A work credits to fund the undergrounding of electric facilities in central business and community areas. The County's current account balance for Rule 20A work credits far exceeds the anticipated cost of our current utility undergrounding project, entitled, Underground Utility District 31 in Bay Point which is currently moving forward and anticipated for construction in 2017.

As the utilization of Rule 20A credits for the Orwood Bridge Project would overall save the County time and money and since the value of work credits needed for the Orwood Road Bridge project account for only approximately one percent of the current balance and only twenty percent of accrued work credits in a single year, it is recommended that the County authorize PG&E to access the County's work credits, not to exceed \$100,000.

The project decision to underground the utilities over the bridge structure will benefit the County by: avoiding right of way acquisition through private property, allowing the bridge project to move forward as scheduled, and improves safety by avoiding placement of joint poles adjacent to the roadway at the bridge approaches.

Recommendation(s)/Next Step(s):

AUTHORIZE the Public Works Director to utilize Rule 20A work credits through PG&E to underground overhead electrical facilities within the Orwood Bridge crossing at Werner Dredger Cut.

Fiscal Impact (if any):

The use of Rule 20a work credits will have minimal effect on the current balance of work credits for Contra Costa County and will save the County funds overall in order to expedite the current bridge project and minimize impact to the adjacent property owners.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 05/04/2015

Subject: Governor's Executive Order B-29-15 (Continued State of Emergency - Drought Conditions - Gov. Edmund G. Brown Jr.)

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1, 2, 5

Referral Name: Review legislative matters on transportation, water, and infrastructure/Monitor EBMUD and Contra Costa Water District.../Review issues associated with the health of the San Francisco Bay and Delta, including...water quality, supply...

Presenter: Public Works/Conservation and Development **Contact:** (925) 674-7833

Referral History:

This item has not been recently discussed at TWIC.

Referral Update:

At this time staff does not have a written report on this item. The situation is critical and developing, staff will provide an up-to-date verbal report at the TWIC meeting.

Both staff and elected officials have been involved in a number of meetings that include Contra Costa County Water Agency, Contra Costa Public Works Department, Contra Costa County Drought Task Force, County and Office of Emergency Services (Cal-OES), the Department of Environmental Health, Contra Costa Water District, East Bay MUD, Contra Costa Local Agency Formation Commission, the State Water Board, and others. TWIC should discuss the recommendations and next steps from these meetings.

June 1 is the deadline for all agencies to have a strategy in place for initiating the Executive Order, (see attachment).

Recommendation(s)/Next Step(s):

CONSIDER Executive Order B-29-15 (Continued State of Emergency - Drought Conditions - Edmund G. Brown Jr.), DISCUSS a Contra Costa County response, and take ACTION as appropriate.

Fiscal Impact (if any):

There is no fiscal impact currently.

Attachments

2015 Governor's Executive Order - Severe Drought

Executive Department
State of California

EXECUTIVE ORDER B-29-15

WHEREAS on January 17, 2014, I proclaimed a State of Emergency to exist throughout the State of California due to severe drought conditions; and

WHEREAS on April 25, 2014, I proclaimed a Continued State of Emergency to exist throughout the State of California due to the ongoing drought; and

WHEREAS California's water supplies continue to be severely depleted despite a limited amount of rain and snowfall this winter, with record low snowpack in the Sierra Nevada mountains, decreased water levels in most of California's reservoirs, reduced flows in the state's rivers and shrinking supplies in underground water basins; and

WHEREAS the severe drought conditions continue to present urgent challenges including: drinking water shortages in communities across the state, diminished water for agricultural production, degraded habitat for many fish and wildlife species, increased wildfire risk, and the threat of saltwater contamination to fresh water supplies in the Sacramento-San Joaquin Bay Delta; and

WHEREAS a distinct possibility exists that the current drought will stretch into a fifth straight year in 2016 and beyond; and

WHEREAS new expedited actions are needed to reduce the harmful impacts from water shortages and other impacts of the drought; and

WHEREAS the magnitude of the severe drought conditions continues to present threats beyond the control of the services, personnel, equipment, and facilities of any single local government and require the combined forces of a mutual aid region or regions to combat; and

WHEREAS under the provisions of section 8558(b) of the Government Code, I find that conditions of extreme peril to the safety of persons and property continue to exist in California due to water shortage and drought conditions with which local authority is unable to cope; and

WHEREAS under the provisions of section 8571 of the California Government Code, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay the mitigation of the effects of the drought.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, in particular Government Code sections 8567 and 8571 of the California Government Code, do hereby issue this Executive Order, effective immediately.



IT IS HEREBY ORDERED THAT:

1. The orders and provisions contained in my January 17, 2014 Proclamation, my April 25, 2014 Proclamation, and Executive Orders B-26-14 and B-28-14 remain in full force and effect except as modified herein.

SAVE WATER

2. The State Water Resources Control Board (Water Board) shall impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016. These restrictions will require water suppliers to California's cities and towns to reduce usage as compared to the amount used in 2013. These restrictions should consider the relative per capita water usage of each water suppliers' service area, and require that those areas with high per capita use achieve proportionally greater reductions than those with low use. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.
3. The Department of Water Resources (the Department) shall lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes. The Department shall provide funding to allow for lawn replacement programs in underserved communities, which will complement local programs already underway across the state.
4. The California Energy Commission, jointly with the Department and the Water Board, shall implement a time-limited statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices.
5. The Water Board shall impose restrictions to require that commercial, industrial, and institutional properties, such as campuses, golf courses, and cemeteries, immediately implement water efficiency measures to reduce potable water usage in an amount consistent with the reduction targets mandated by Directive 2 of this Executive Order.
6. The Water Board shall prohibit irrigation with potable water of ornamental turf on public street medians.
7. The Water Board shall prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or microspray systems.



8. The Water Board shall direct urban water suppliers to develop rate structures and other pricing mechanisms, including but not limited to surcharges, fees, and penalties, to maximize water conservation consistent with statewide water restrictions. The Water Board is directed to adopt emergency regulations, as it deems necessary, pursuant to Water Code section 1058.5 to implement this directive. The Water Board is further directed to work with state agencies and water suppliers to identify mechanisms that would encourage and facilitate the adoption of rate structures and other pricing mechanisms that promote water conservation. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.

INCREASE ENFORCEMENT AGAINST WATER WASTE

9. The Water Board shall require urban water suppliers to provide monthly information on water usage, conservation, and enforcement on a permanent basis.
10. The Water Board shall require frequent reporting of water diversion and use by water right holders, conduct inspections to determine whether illegal diversions or wasteful and unreasonable use of water are occurring, and bring enforcement actions against illegal diverters and those engaging in the wasteful and unreasonable use of water. Pursuant to Government Code sections 8570 and 8627, the Water Board is granted authority to inspect property or diversion facilities to ascertain compliance with water rights laws and regulations where there is cause to believe such laws and regulations have been violated. When access is not granted by a property owner, the Water Board may obtain an inspection warrant pursuant to the procedures set forth in Title 13 (commencing with section 1822.50) of Part 3 of the Code of Civil Procedure for the purposes of conducting an inspection pursuant to this directive.
11. The Department shall update the State Model Water Efficient Landscape Ordinance through expedited regulation. This updated Ordinance shall increase water efficiency standards for new and existing landscapes through more efficient irrigation systems, greywater usage, onsite storm water capture, and by limiting the portion of landscapes that can be covered in turf. It will also require reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015. The Department shall provide information on local compliance to the Water Board, which shall consider adopting regulations or taking appropriate enforcement actions to promote compliance. The Department shall provide technical assistance and give priority in grant funding to public agencies for actions necessary to comply with local ordinances.
12. Agricultural water suppliers that supply water to more than 25,000 acres shall include in their required 2015 Agricultural Water Management Plans a detailed drought management plan that describes the actions and measures the supplier will take to manage water demand during drought. The Department shall require those plans to include quantification of water supplies and demands for 2013, 2014, and 2015 to the extent data is available. The Department will provide technical assistance to water suppliers in preparing the plans.



13. Agricultural water suppliers that supply water to 10,000 to 25,000 acres of irrigated lands shall develop Agricultural Water Management Plans and submit the plans to the Department by July 1, 2016. These plans shall include a detailed drought management plan and quantification of water supplies and demands in 2013, 2014, and 2015, to the extent that data is available. The Department shall give priority in grant funding to agricultural water suppliers that supply water to 10,000 to 25,000 acres of land for development and implementation of Agricultural Water Management Plans.
14. The Department shall report to Water Board on the status of the Agricultural Water Management Plan submittals within one month of receipt of those reports.
15. Local water agencies in high and medium priority groundwater basins shall immediately implement all requirements of the California Statewide Groundwater Elevation Monitoring Program pursuant to Water Code section 10933. The Department shall refer noncompliant local water agencies within high and medium priority groundwater basins to the Water Board by December 31, 2015, which shall consider adopting regulations or taking appropriate enforcement to promote compliance.
16. The California Energy Commission shall adopt emergency regulations establishing standards that improve the efficiency of water appliances, including toilets, urinals, and faucets available for sale and installation in new and existing buildings.

INVEST IN NEW TECHNOLOGIES

17. The California Energy Commission, jointly with the Department and the Water Board, shall implement a Water Energy Technology (WET) program to deploy innovative water management technologies for businesses, residents, industries, and agriculture. This program will achieve water and energy savings and greenhouse gas reductions by accelerating use of cutting-edge technologies such as renewable energy-powered desalination, integrated on-site reuse systems, water-use monitoring software, irrigation system timing and precision technology, and on-farm precision technology.

STREAMLINE GOVERNMENT RESPONSE

18. The Office of Emergency Services and the Department of Housing and Community Development shall work jointly with counties to provide temporary assistance for persons moving from housing units due to a lack of potable water who are served by a private well or water utility with less than 15 connections, and where all reasonable attempts to find a potable water source have been exhausted.
19. State permitting agencies shall prioritize review and approval of water infrastructure projects and programs that increase local water supplies, including water recycling facilities, reservoir improvement projects, surface water treatment plants, desalination plants, stormwater capture, and greywater systems. Agencies shall report to the Governor's Office on applications that have been pending for longer than 90 days.



20. The Department shall take actions required to plan and, if necessary, implement Emergency Drought Salinity Barriers in coordination and consultation with the Water Board and the Department of Fish and Wildlife at locations within the Sacramento - San Joaquin delta estuary. These barriers will be designed to conserve water for use later in the year to meet state and federal Endangered Species Act requirements, preserve to the extent possible water quality in the Delta, and retain water supply for essential human health and safety uses in 2015 and in the future.
21. The Water Board and the Department of Fish and Wildlife shall immediately consider any necessary regulatory approvals for the purpose of installation of the Emergency Drought Salinity Barriers.
22. The Department shall immediately consider voluntary crop idling water transfer and water exchange proposals of one year or less in duration that are initiated by local public agencies and approved in 2015 by the Department subject to the criteria set forth in Water Code section 1810.
23. The Water Board will prioritize new and amended safe drinking water permits that enhance water supply and reliability for community water systems facing water shortages or that expand service connections to include existing residences facing water shortages. As the Department of Public Health's drinking water program was transferred to the Water Board, any reference to the Department of Public Health in any prior Proclamation or Executive Order listed in Paragraph 1 is deemed to refer to the Water Board.
24. The California Department of Forestry and Fire Protection shall launch a public information campaign to educate the public on actions they can take to help to prevent wildfires including the proper treatment of dead and dying trees. Pursuant to Government Code section 8645, \$1.2 million from the State Responsibility Area Fire Prevention Fund (Fund 3063) shall be allocated to the California Department of Forestry and Fire Protection to carry out this directive.
25. The Energy Commission shall expedite the processing of all applications or petitions for amendments to power plant certifications issued by the Energy Commission for the purpose of securing alternate water supply necessary for continued power plant operation. Title 20, section 1769 of the California Code of Regulations is hereby waived for any such petition, and the Energy Commission is authorized to create and implement an alternative process to consider such petitions. This process may delegate amendment approval authority, as appropriate, to the Energy Commission Executive Director. The Energy Commission shall give timely notice to all relevant local, regional, and state agencies of any petition subject to this directive, and shall post on its website any such petition.



26. For purposes of carrying out directives 2–9, 11, 16–17, 20–23, and 25, Division 13 (commencing with section 21000) of the Public Resources Code and regulations adopted pursuant to that Division are hereby suspended. This suspension applies to any actions taken by state agencies, and for actions taken by local agencies where the state agency with primary responsibility for implementing the directive concurs that local action is required, as well as for any necessary permits or approvals required to complete these actions. This suspension, and those specified in paragraph 9 of the January 17, 2014 Proclamation, paragraph 19 of the April 25, 2014 proclamation, and paragraph 4 of Executive Order B-26-14, shall remain in effect until May 31, 2016. Drought relief actions taken pursuant to these paragraphs that are started prior to May 31, 2016, but not completed, shall not be subject to Division 13 (commencing with section 21000) of the Public Resources Code for the time required to complete them.
27. For purposes of carrying out directives 20 and 21, section 13247 and Chapter 3 of Part 3 (commencing with section 85225) of the Water Code are suspended.
28. For actions called for in this proclamation in directive 20, the Department shall exercise any authority vested in the Central Valley Flood Protection Board, as codified in Water Code section 8521, et seq., that is necessary to enable these urgent actions to be taken more quickly than otherwise possible. The Director of the Department of Water Resources is specifically authorized, on behalf of the State of California, to request that the Secretary of the Army, on the recommendation of the Chief of Engineers of the Army Corps of Engineers, grant any permission required pursuant to section 14 of the Rivers and Harbors Act of 1899 and codified in section 48 of title 33 of the United States Code.
29. The Department is directed to enter into agreements with landowners for the purposes of planning and installation of the Emergency Drought Barriers in 2015 to the extent necessary to accommodate access to barrier locations, land-side and water-side construction, and materials staging in proximity to barrier locations. Where the Department is unable to reach an agreement with landowners, the Department may exercise the full authority of Government Code section 8572.
30. For purposes of this Executive Order, chapter 3.5 (commencing with section 11340) of part 1 of division 3 of the Government Code and chapter 5 (commencing with section 25400) of division 15 of the Public Resources Code are suspended for the development and adoption of regulations or guidelines needed to carry out the provisions in this Order. Any entity issuing regulations or guidelines pursuant to this directive shall conduct a public meeting on the regulations and guidelines prior to adopting them.



31. In order to ensure that equipment and services necessary for drought response can be procured quickly, the provisions of the Government Code and the Public Contract Code applicable to state contracts, including, but not limited to, advertising and competitive bidding requirements, are hereby suspended for directives 17, 20, and 24. Approval by the Department of Finance is required prior to the execution of any contract entered into pursuant to these directives.

This Executive Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have
hereunto set my hand and caused the
Great Seal of the State of California to
be affixed this 1st day of April 2015.

EDMUND G. BROWN JR.
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State





Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 05/04/2015

Subject: CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

Department: Conservation & Development

Referral No.: 1

Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

This is a standing item on the Transportation, Water and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related legislative issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors, references the County's adopted Legislative Platforms (please see attached TRANSPORTATION Pages from ADOPTED 2015 STATE - FED Legislative Platform--approved 1.20.15.pdf), coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

Recommendations are summarized in the Recommendation(s)/Next Step(s) section at the end of this report and specific references to recommendations are underlined in the report below.

This report includes three sections, 1) **LOCAL**, 2) **STATE**, and 3) **FEDERAL**:

1) LOCAL

A) Contra Costa Transportation Authority's 2014 Countywide Transportation Plan (CTP) Update & Potential New Sales Tax Measure (2016). This is a standing item for the foreseeable future.

The Contra Costa Transportation Authority (CCTA) is in the process of developing the 2014 Countywide Transportation Plan (CTP) and associated environmental impact report (EIR). Originally, the CTP and EIR were to be adopted and certified in early 2015. However, in order to adequately respond to comments received on both documents, CCTA is delaying adoption. CCTA staff is bringing a revised scope of work for both the CTP and EIR to the CCTA Board in May.

Despite the delay in the finalization of the CTP and EIR, CCTA took the two following actions in

March; 1) the Board decided to proceed with the development of a Transportation Expenditure Plan (TEP) for inclusion in a possible 2016 ballot measure, and 2) approved the Principles for the Development of the TEP (Principles). The TEP addresses the funding shortfall and transportation system needs as identified in the draft CTP. Specifically, the basis for the decision to move ahead with the TEP is as follows:

- By 2018 approximately 82 percent of the Measure J project funds will have been expended,
- any remaining project revenues will go towards repayment of bonds,
- the lack of new funding for major capital projects at the State and federal level, and
- the need to augment maintenance and operational programs (as evidenced by the draft CTP). The Principles are below, and a detailed discussion is included in the attached CCTA staff report (please see attached CCTA TEP Items.pdf).

1. Vision and Goals. *Support the vision and goals of the Contra Costa Transportation Authority.*

2. Public Participation. *The Contra Costa Transportation Authority will conduct a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa about the transportation priorities important for our communities.*

3. Accountability. *The Contra Costa Transportation Authority will continue its commitment to accountability and transparency.*

4. Consensus Based Planning. *The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.*

5. Balanced Approach. *Balance the needs and benefits for all people and areas of Contra Costa to provide a healthy environment and strong economy, considering impact on vehicle miles travelled and greenhouse gas emissions, supporting transportation for livable communities' projects, while accounting for future demographic and technological change and innovation.*

6. Public Health. *The Contra Costa Transportation Authority recognizes that transportation policy can result in a reduction of transportation impacts on the environment and provide complementary public health benefits.*

7. Maintenance of the Existing System. *Maintain the existing highway, road, bicycle, pedestrian and transit systems in a safe and operable condition.*

8. Use of Local Dollars to Attract Other Funds. *The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.*

9. Commitment to Growth Management and Cooperative Planning. *New development should comprehensively address infrastructure improvement needs. The Transportation Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.*

RECOMMENDATION: Discuss the TEP process, the associated Principles, and direct staff as appropriate including reporting to the Board of Supervisors on the issue.

2) STATE

This Month the State report includes the status of legislation of interest to the County, topics include transportation funding and school safety. Attached to this report are a complete list of tracked legislation (please see attached May 2015 TWIC Tracked Legislation.pdf) and a subset of that list that staff is emphasizing (please see attached Positions on Legislation of Interest-2015.pdf). Mark Watts, the County's legislative advocate, and County staff will be present to report verbally on the initiatives below:

A) Transportation Revenue Discussion: The Legislature and Governor have elevated transportation funding to the top of the agenda for 2015, as there has been a frenzy of activity on the topic.

Assembly Member Toni Atkins (78th District) announced a five year transportation funding package in February, Senator Jim Beall (15th District) introduced a specific proposal (please see attached SB 16) in mid-April, and additional proposals are anticipated. The California State Association of Counties (CSAC) is organizing a comprehensive outreach and advocacy effort. The CSAC advocacy package is included in this packet (please see attached Transportation Advocacy Packetv2.pdf).

RECOMMENDATION: The Committee should CONSIDER and DISCUSS the CSAC guidance, and take ACTION as appropriate. Assembly Democrat Funding Plan, developed by Speaker Atkins and Assemblymember Frazier.

County Position: Pending formal proposal and discussion/action by TWIC/Board of Supervisors (BOS) Discussion: A detailed proposal is anticipated to be released after the publication of this TWIC report. Staff understands the following components are included in the package:

- \$10 billion over 5 years;
- Return Truck Weight fees of \$1 billion annual;
- New Road Fee of approximately \$50 per vehicle;
- New fees offset weight fee recapture and provide net of \$1 billion;
- Weight fees plus net revenue from new road fee = \$2 billion annually.

SB 16: (Beall) Transportation funding

County Position: Pending discussion/action

See attached: SB16 (Beall).pdf

B) School Siting & Safety:

SB 632: (Cannella - CoAuthors-Baker/Frazier) Vehicles: prima facie speed limits: schools.

County Position: SUPPORT (please see attached CCC BOS Leg Letters April2015.pdf)

Discussion: This bill was based on a proposal developed by Contra Costa County in 2014/2015 with support from CSAC. The bill has generated a substantial amount of interest and will be a two year bill. Staff is working with legislative staff and advocacy organizations on: a re-write to address concerns, and building a support coalition including private, non-profit, and local/state agencies.

The bill supports the "Vision Zero" concept which is gaining substantial traction in the United

States. In summary, it is a focused effort to radically reduce or eliminate injuries and deaths from traffic collisions. Kaiser Permanente announced funding an advocacy effort recently (please see attached Vision Zero Network Launches To Advance Safe Streets.pdf). Staff has reached out requesting support for SB 632 and related school safety efforts.

SB 313: (Galgiani) Local government: zoning ordinances: school districts

County Position: SUPPORT (CCC BOS Leg Letters April2015.pdf)

Discussion: The California Farm Bureau Federation (CFBF) has been engaged for some years to reform school siting practices in an effort similar to the County's. Staff was approached by the CFBF legislative advocate asking for County support on SB 313 which is sponsoring the bill. County staff found the bill to be consistent with our adopted platform and observed that their proposed statutory fix is nearly identical to the language the County proposed to AM Joan Buchanan in 2014. Given this, County staff (Conservation and Development and Agriculture) worked with the County Administrator's Office to draft a letter of support (CCC BOS Leg Letters April2015.pdf).

AB 1344: (Jones) County office of education: charter schools

Staff RECOMMENDATION: OPPOSE

Discussion: The bill grants zoning/planning exemptions and rights to charter schools that public schools currently enjoy. It is these exemptions and limits that the County, and many others which now includes the State itself, are actively attempting to limit or modify. From a policy standpoint, this bill is counter to state and local policies.

SB 114: (Liu) Education facilities: Kindergarten Through Grade 12 Public Education Facilities Bond Act of 2016

Staff RECOMMENDATION: WATCH

Discussion: This bill would provide funding for the now nearly exhausted school construction and modernization program. As previously discussed at TWIC, the best hope for the implementation of effective policies to improved school siting practices is to link those new policies to the primary funding mechanism. There does seem to be some movement on raising the awareness of the need for school siting reform. In addition to the comments from the State Allocation Board as seen in the attached 3/31/15 letter to Senator's Block & Liu, the CFBF is engaged, and the California State Department of Public Health (CDPH) is getting involved. CDPH staff requested an update on the school siting reform activities from County staff in April.

3) FEDERAL

The current extension for the primary federal surface transportation funding authorization (Moving Ahead for Progress in the 21st Century [MAP-21]) expires on May 31, 2015. There continues to be constant speculation and stories on how to address the impending expiration but nothing concrete. As the deadline gets closer, acceptance of the inevitability of a continuing resolution grows despite the widely acknowledged need for a new, comprehensive transportation funding package.

Related: See attached letter (please see attached DF to Inhofe + Boxer re bridge funding 2015 04 22.pdf) from Senator Diane Feinstein to Senators Barbara Boxer and James Inhofe (Senate Committee on the Environment and Public Works) regarding funding for local bridges on the Federal Aid Highway System.

Recommendation(s)/Next Step(s):

CONSIDER Report on Local, State and Federal Transportation Related Legislative Issues and take ACTION as appropriate including CONSIDERATION of specific recommendations in the report above.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

TRANSPORTATION Pages from ADOPTED 2015 STATE - FED Legislative Platform--approved 1.20.15.pdf

CCTA TEP Items.pdf

May 2015 TWIC Tracked Legislation.pdf

Positions on Legislation of Interest - 2015.pdf

SB16 (Beall).pdf

Transportation Advocacy Packetv2.pdf

CCC BOS Leg Letters April2015.pdf

Vision Zero Network Launches To Advance Safe Streets.pdf

DF to Inhofe+Boxer reBridgeFunding 2015 04 22pdf

141. SUPPORT continued funding for the California Library Literacy and English Acquisition Services Program, which provides matching funds for public library adult literacy programs that offer free, confidential, one-on-one basic literacy instruction to English-speaking adults who want to improve their reading, writing, and spelling skills.

Telecommunications Issues

142. SUPPORT clean-up legislation on AB 2987 that provides for local emergency notifications similar to provisions in cable franchises for the last 20 years. *Currently our franchises require the cable systems to carry emergency messages in the event of local emergencies. With the occurrence of several local refinery incidents, this service is critical for Contra Costa. Under federal law, Emergency Alert System requirements leave broad discretion to broadcasters to decide when and what information to broadcast, emergency management offices to communicate with the public in times of emergencies.*
143. SUPPORT preservation of local government ownership and control of the local public rights-of-way. *Currently, local government has authority over the time, place, and manner in which infrastructure is placed in their rights-of-way. The California Public Utilities Commission is considering rulemaking that would give them jurisdiction to decide issues between local government and telecommunication providers.*

Transportation Issues

144. SUPPORT increased flexibility in the use of transportation funds.
145. SUPPORT regional coordination that provides for local input in addressing transportation needs. *Coordinated planning and delivery of public transit, paratransit, and rail services will help ensure the best possible service delivery to the public. Regional coordination also will be needed to effectively deal with the traffic impacts of Indian gaming casinos such as those in West County. Regional coordination also will be essential to complete planning and development of important regional transportation projects that benefit the state and local road system such as State Route 239, improvements to Vasco Road, completion of remaining segments of the Bay Trail, improvements to the Delta DeAnza Regional Trail, and the proposed California Delta Trail. There may be interest in seeking enhanced local input requirements for developing the Sustainable Communities Strategy for the Bay Area mandated by SB 375 for greenhouse gas reduction. It is important that the regional coordination efforts are based on input gathered from the local level, to ensure the regional approach does not negatively impact local communities. "Top-down" regional planning efforts would be inconsistent with this goal.*
146. SUPPORT efforts to improve safety throughout the transportation system. *The County supports new and expanded projects and programs to improve safety for bicyclists, pedestrians and wheelchair users, as well as projects to improve safety on high-accident transportation facilities such as Vasco Road. Data on transportation safety would be improved by including global positioning system (GPS) location data for every reported*

accident to assist in safety analysis and planning. The County also supports the expansion of school safety improvement programs such as crossing guards, revised school zone references in the vehicle code, Safe Routes to Schools (SR2S) grants, efforts to improve the safety, expansion and security of freight transportation system including public and private maritime ports, airports, rail yards, railroad lines, rail bridges and sidings. The County also supports limits or elimination of public liability for installing traffic-calming devices on residential neighborhood streets.

147. SUPPORT funding or incentives for the use of renewable resources in transportation construction projects. *The County seeks and supports grant programs, tax credits for manufacturers, state purchasing programs, and other incentives for local jurisdictions to use environmentally friendly materials such as the rubberized asphalt (made from recycled tires) that the County has used as paving material on San Pablo Dam Road and Pacheco Boulevard.*
148. SUPPORT streamlining the delivery of transportation safety projects. *The length of time and amount of paperwork should be reduced to bring a transportation safety project more quickly through the planning, engineering and design, environmental review, funding application, and construction phases, such as for Vasco Road. This could include streamlining the environmental review process and also streamlining all state permitting requirements that pertain to transportation projects. Realistic deadlines for use of federal transportation funds would help local jurisdictions deliver complex projects without running afoul of federal time limits which are unrealistically tight for complex projects.*
149. SUPPORT efforts to coordinate development of state-funded or regulated facilities such as courts, schools, jails, roads and state offices with local planning. The County supports preserving the authority of Public Works over County roads by way of ensuring the Board of Supervisors' control over County roads as established in the Streets & Highways Code (Ch2 §940) is not undermined. This includes strongly opposing any action by a non-local entity that would ultimately dilute current Board of Supervisors discretion relative to road design and land use.
150. SUPPORT efforts to coordinate planning between school districts, the state, and local jurisdictions for the purposes of: (1) locating and planning new schools, (2) funding programs that foster collaboration and joint use of facilities, and (3) financing off-site transportation improvements for improved access to existing schools. The County supports the California Department of Education's current effort to better leverage school facilities in developing sustainable communities. Related to this effort, the County supports reform of school siting practices by way of legislative changes related to any new statewide school construction bond authorization. The County takes the position that reform components should include bringing school siting practices and school zone references in the vehicle code into alignment with local growth management policies, safe routes to school best practices, State SB 375 principles, and the State Strategic Growth Council's "Health in All Policies Initiative."

151. SUPPORT regional aviation transportation planning efforts for coordinated aviation network planning to improve service delivery. Regional aviation coordination could also improve the surrounding surface transportation system by providing expanded local options for people and goods movement.
152. SUPPORT efforts to increase waterborne transport of goods and obtaining funds to support this effort. *The San Francisco to Stockton Ship Channel is a major transportation route for the region, providing water access to a large number of industries and the Ports of Sacramento and Stockton. A project is underway to deepen the channel, providing additional capacity to accommodate increasing commerce needs of the Ports and providing better operational flexibility for the other industries. Increased goods movement via waterways has clear benefits to congestion management on highways and railroads (with resultant air quality benefits).*
153. SUPPORT legislative and administrative measures to enhance rail safety, increase state oversight of railroad bridges, provide funding for the training of first responders, and implement regulations that increase tank car safety standards for cars transporting crude oil and other hazardous materials, and regulations that require railroads to share data with state emergency managers and local responders.

Veterans Issues

154. SUPPORT legislation and budget actions that will continue the state's annual local assistance for County Veterans Service Offices at a minimum of the \$5.6 million level. The eventual goal is to fully fund CVSOs by appropriating the full \$11 million in local assistance funding as reflected in Military and Veterans Code Section 972.1(d). *County Veterans Service Offices (CVSOs) play a vital role in the local veteran community, not only within the Veterans Affairs claims process, but in other aspects as well. This includes providing information about all veterans' benefits (Federal, State and local), as well as providing claims assistance for all veteran-related benefits, referring veterans to ancillary community resources, providing hands-on development and case management services for claims and appeals and transporting local veterans to VA facilities.*
155. SUPPORT legislation and budget actions that will provide veterans organizations with resources to make necessary repairs to, or replacement of, their meeting halls and facilities. *Across California, the meeting halls and posts of Veterans Service Organizations such as the American Legion and Veterans of Foreign Wars serve as unofficial community centers. Many of these facilities are not compliant with Americans with Disabilities Act accessibility standards, are not earthquake retrofitted, or have deteriorated in recent years due to declining membership and reduced rental revenues as a result of the economic downturn. The County will support legislation that would create a competitive grant program for veterans' organizations, classified by the IRS as 501c19 non-profit organizations and comprised primarily of past or present members of the United States Armed Forces and their family members, to use for repairs and improvements to their existing facilities.*



2015 FEDERAL LEGISLATIVE PLATFORM CONTRA COSTA COUNTY

Each year, the Board of Supervisors adopts a Federal Legislative Platform that establishes priorities and policy positions with regard to potential federal legislation and regulation. The 2015 Federal Legislative Platform identifies 10 funding needs for FFY 2016 and 4 requests for the reauthorization of the federal **transportation** act.

FEDERAL FUNDING NEEDS

The following list is a preliminary ranking in priority order. Adjustments to the priority order may be appropriate once the President releases his budget. The current priority ranking gives preference to those projects that we know will not be included in the President's budget, with lower priority to Army Corps of Engineers projects which may be in the budget. Also, Army Corps project requests will be adjusted to be consistent with Corps capability.

1. Delta LTMS-Pinole Shoal Management, CA – \$4,500,000 for the Army Corps of Engineers to continue a Long Term Management Strategy (LTMS) for levee rehabilitation, dredging and sediment reuse in the Delta, similar to the effort completed in the Bay area. Levee work, reuse of dredged sediments, dredging and other activities have been difficult to accomplish due to permitting problems and a divergence of priorities related to water quality. Significant levee rehabilitation is critical to the long term stability of these levees and to water quality and supply for the 23 million Californians who depend upon this water. Stakeholders from the Department of Water Resources, Ports, Army Corps, levee reclamation districts, local governments and other interested parties are participating in the LTMS. A Sediment or Dredged Material Management Office will be established, and in the longer term, preparation of a Sediment Management Plan will consider beneficial reuse of dredged materials as one potential source of sediment for levees. (Note: \$500,000 appropriated for FFY 2005; \$225,000 for FFY 2006; \$500,000 for FFY 2007; \$462,000 for FFY 2008; \$235,000 for FFY 2009; \$100,000 for FFY 2010; \$0 FFY 2011-2013; \$930,000 FFY 2014.)

2. Safe and Bright Futures for Children Exposed to Domestic Violence – \$400,000 to implement the federally funded plan to diminish the damaging effects of domestic violence on children and adolescents and to stop the cycle of intentional injury and abuse. A three year assessment and planning process resulted in a program plan that is working to align and create a system responsive to the needs of children exposed to domestic violence through identification, early intervention; raising awareness; training professionals; utilizing and disseminating data; establishing consultation teams to support providers in intervening and using best practices; and developing targeted services. Exposure to domestic violence reshapes the human brain and is the primary cause of trauma in children's lives. It influences personality, shapes personal skills and behaviors, impacts academic performance, and substantially contributes to the high cost of law enforcement, civil/criminal justice and social services. Exposure to domestic violence is associated with greater rates of substance abuse, mental illness, and adverse health outcomes in adulthood, and substantially contributes to the high cost of law enforcement, civil/criminal justice and social services. (Note: \$428,000 appropriated for FFY 2009; \$550,000 for FFY 2010.)

3. Mt. Diablo Mercury Mine Clean-up – **\$483,000** for the Army Corps of Engineers to complete the Technical Planning Process for the clean-up project at the source and downstream area of the Mt. Diablo Mercury Mine. The project will clean up the mine in a cost effective, environmentally-sound manner with minimal liability exposure for the County and involving all stakeholders through an open community-based process. The Corps initiated a Technical Planning Process in June 2008 to develop a preliminary remediation plan, identify applicable permit and environmental data requirements and complete a data collection and documentation program for the clean-up of the area impacted by the Mt. Diablo Mercury Mine. Several phases of the planning process have been completed, and this appropriation will allow the Corps to continue the planning process, which will include looking at watershed issues downstream of the mercury mine. The mine site is located on private property on the northeast slope of Mt. Diablo at the upper end of the Marsh Creek watershed. (Note: \$517,000 appropriated in FFY 2008.)

4. Bay-Delta Area Studies, Surveys and Technical Analysis – **\$2,500,000** for the Delta Counties Coalition to carry out technical analysis and planning associated with participation in the Bay-Delta Conservation Plan (BDCP) or implementation of any projects resulting from the Plan. The technical analysis and planning will focus on issues related to the planning of water delivery projects and conservation plans that are included in the BDCP.

5. CALFED Bay Delta Reauthorization Act Levee Stability Improvement Program (LSIP) – **\$8,000,000** for the Army Corps of Engineers for levee rehabilitation planning and project implementation. The CALFED Reauthorization Act, passed in January 2004, authorized \$90 million, which may be appropriated for levee rehabilitation work. The Corps has prepared a “180-Day Report” which identifies projects and determines how these funds would be spent. Since that time, the breakdown of CALFED, coupled with the Army Corps’ attempts to define an appropriate and streamlined process, has delayed funding and resultant levee work. (Note: \$500,000 appropriated for FFY 2006; \$400,000 for FFY 2007; \$4.92M for FFY 2008; \$4.844M for FFY 2010.)

6. Suisun Bay Channel/New York Slough Maintenance Dredging – **\$8,700,000** for the Army Corps of Engineers for maintenance dredging of this channel to the authorized depth of minus 35 feet. Continued maintenance is essential for safe transport of crude oil and other bulk materials through the San Francisco Bay, along the Carquinez Straits and into the Sacramento/San Joaquin Delta. Dredging for this channel section is particularly costly due to requirements on placement of dredged materials in upland environments. An oil tanker ran aground in early 2001 due to severe shoaling in a section of this channel, which creates a greater potential for oil spills (Note: \$4.559 M appropriated for FFY 2005; \$4.619M for FFY 2006; \$2.82M for FFY 2007; \$2.856M for FFY 2008; \$2.768M for FFY 2009; \$3.819M for FFY 2010; \$2.715M for FFY 2012; \$2.495M for FFY 2013; \$2.026M for FFY 2014.)

7. San Pablo/Mare Island Strait/Pinole Shoal Channel Maintenance Dredging – **\$8,400,000** for the Army Corps of Engineers for maintenance dredging of the channel to the authorized depth of minus 35 feet. The Pinole Shoal channel is a major arterial for vessel transport through the San Francisco Bay region, serving oil refineries and bulk cargo which is transported as far east as Sacramento and Stockton. (Note: \$1M appropriated for FFY 2005; \$2.988M for FFY 2006; \$896,000 for FFY 2007; \$1.696M for FFY 2008; \$1.058M for FFY 2009; \$2.518M for FFY 2010; \$3.402M for FFY 2012; \$499,000 for FFY 2013; \$780,000 for FFY 2014.)

8. San Francisco to Stockton (J. F. Baldwin and Stockton Channels) Ship Channel Deepening – \$2,700,000 for the Army Corps of Engineers to continue the Deepening Project. Deepening and minor realignment of this channel will allow for operational efficiencies for many different industries, an increase in waterborne goods movement, reduced congestion on roadways, and air quality benefits. This work focused on establishing economic benefit to the nation and initial salinity modeling in the channel sections. The following steps include detailed channel design, environmental documentation, cost analysis, additional modeling, and dredged material disposal options. This project continues to have enormous implications for oil refineries, ports, and other industries that depend on safe ship transport through the channel. (Note: \$500,000 appropriated for FFY 2005; \$200,000 for FFY 2006; \$200,000 for FFY 2007; \$403,000 for FFY 2008; \$1.34M for FFY 2009; \$0 for FFY 2010; \$0 for FFY 2011; \$800,000 for FFY 2012; \$1,546,900 for FFY 2013; \$800,000 for FFY 2014.)

9. State Route 4 / Old River Bridge Study – \$1,000,000 to work with San Joaquin County and the State of California on a study of improving or replacing the Old River Bridge along State Route 4 on the Contra Costa / San Joaquin County line. The study would determine a preferred alternative for expanding or replacing the existing bridge, which is part of State Route 4. The existing bridge is narrow, barely allowing two vehicles to pass each other, and is aligned on a difficult angle relative to the highway on either side, requiring motorists to make sharp turns onto and off of the bridge. The project would improve safety and traffic flow over the bridge. (Note: no appropriations for this project as yet.)

10. Knightsen/Byron Area Transportation Study - \$300,000 to re-evaluate the Circulation Element of the County General Plan (GP) to improve its consistency with the Urban Limit Line (ULL) and related policies that ensure preservation of non-urban, agricultural, open space and other areas identified outside the ULL. Policies will be evaluated to provide a more efficient and affordable circulation system for the study area, serve all transportation user-groups, support the local agricultural economy and accommodate the commuter traffic destined for employment centers outside the study area. Zoning and development regulations would be updated to implement the study recommendations.

REAUTHORIZATION OF FEDERAL TRANSPORTATION ACT

The Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), expired in 2009. SAFETEA-LU was renewed on ten occasions until the new program, Moving Ahead for Progress in the 21st Century (MAP-21) - a two year bill – was signed into law on July 6, 2012. MAP-21 is a 27-month bill that expired September 30, 2014 and was reauthorized until May 2015. The following are priority projects for which funding will need to be secured in the next multi-year transportation bill.

1. Vasco Road Safety Improvement Project -- \$18 million for improvements to a 2.5-mile accident-prone section of Vasco Road. Project components include widening the roadway to accommodate a concrete median barrier and shoulders on either side of the barrier, construction of the barrier, and extension of an existing passing lane. The project will eliminate cross-median accidents which have caused numerous fatalities in recent years, and will provide increased opportunities for vehicles to safely pass (unsafe passing is a major cause of accidents and fatalities on this segment of the increasingly busy two-lane undivided road). The project will include provisions for wildlife undercrossings to preserve migration patterns. The proposed

improvements will complement a \$10 million completed project that was funded with American Recovery and Reinvestment Act funds.

1.b Vasco Road Safety Improvement Project Continuation -- **\$30 million** for improvements to the remaining 9 miles of accident-prone sections of Vasco Road. Alameda County has been working on constructing improvements in their jurisdiction and it would be desirable for the two counties to work together to complete the gap left in the concrete median barrier near the County line. In addition to completing this gap, Contra Costa desires to extend the concrete median barrier further north of the recently completed median barrier project to the Camino Diablo Road intersection.

2. North Richmond Truck Route -- **\$25 million** to construct a new road or other alternate access improvements that will provide truck access between businesses and the Richmond Parkway, moving the truck traffic away from a residential neighborhood and elementary school. This project will increase safety, improve public health around the school and residential area by reducing diesel particulate emissions from those areas, increase livability of the neighborhood, improve local access to the Wildcat Creek Regional Trail, stimulate economic development in the industrial area of the community and provide a better route for trucks traveling to and from the Richmond Parkway. Several potential alignments have been identified, one of which was developed through a community planning process funded through an Environmental Justice planning grant from Caltrans.

3. Eastern Contra Costa Trail Network -- **\$11 million** for joint planning, environmental review, right-of-way acquisition and construction of a coordinated network of trails for walking, bicycling and equestrian uses in eastern Contra Costa County including facilities and projects improving access to existing or planned transit stations. Eligible trails include, but are not limited to: (1) the Mokelumne Trail overcrossing of the State Route 4 Bypass (\$6 million); (2) Contra Costa segments of the Great California Delta Trail (\$3 million); (3) a transit supportive network of East Contra Costa trails in unincorporated County areas and the cities of Antioch, Brentwood, Oakley and Pittsburg (\$1 million); and Marsh Creek Corridor Multi-Use Path (\$1 million).

4. eBART Extension Next Phase Study/Environmental and Engineering -- **\$10 million** for environmental review and engineering work on the project identified in the Bay Area Rapid Transit District's (BART) eBART Next Segment Study in eastern Contra Costa County. With regard to additional stations and eBART rail corridor alignment tasks may include, but not necessarily be limited to, completion of environmental review, and partial completion of engineering. Additional work may include, but not necessarily be limited to, evaluation and refinement of alignment and stations, development of capital and operating costs, land use analysis, completion of environmental review including appropriate mitigations, development of preliminary engineering, and public outreach. (Potential Program: FTA – New Starts, FHWA/FTA Congestion Mitigation and Air Quality)

➤ **Rural Road Funding Program** – The County supports the creation of a new funding program that will provide funds for converting or upgrading rural roads into more modern and safer roads that can better handle increasing commuter traffic in growing areas, such as East County. These roads do not often compete well in current grant programs because they do not carry as many

vehicles as roads in more congested urban or suburban areas. As a result, improvements such as widenings (turn lanes, clear zone/recovery areas, etc.), realignments, drainage improvements and intersection modifications often go unfunded, leaving such roads with operational and safety problems as well as insufficient capacity.

- **Transportation Funding for Disabled, Low-income, and Elderly Persons** – Transit services for elderly, disabled, and low-income persons are provided by the County, by some cities, by all of the bus transit operators, and by many community organizations and non-profits that provide social services. Increased funding is needed to provide and maintain more service vehicles, operate them longer throughout the day, upgrade the vehicle fleet and dispatching systems, improve coordination between public providers and community groups that also provide such services to their clients, and expand outreach programs to inform potential riders of the available services, among other needs. The County supports continuation and increased funding levels for federal funding programs dedicated to transit services for these population groups. All of the demographic trends point to a growing need for such services in the future. For example, the 65-and-older population in the Bay Area is projected to more than double by the year 2030.
- **Surface Transportation Program/Highway Bridge Funding** – The County supports the continuation of funding levels consistent with the Highway Bridge funding program in previous transportation funding bills that will provide funds for rehabilitating and replacing our aging bridges. The County has several aging bridges with deficient sufficiency ratings. Without federal transportation funding, these expensive projects would be deferred because they often exceed the County's funding capacity. Many of the bridges are on critical commute corridors, goods movement corridors, inter-regional routes, and farm to market routes. Failure of these important transportation assets can cause major disruptions to the transportation network. The County would also support federal funding for the rehabilitation and replacement of rail bridges.

APPROPRIATIONS AND GRANTS – SUPPORT POSITIONS

*The following support positions are listed in alphabetic order and do not reflect priority order. Please note that new and revised positions are **highlighted**.*

Buchanan Field Airport – The County approved a Master Plan for the Buchanan Field Airport in October 2008, which includes a Federal Aviation Regulation Part 150 Noise Study and a Business Plan for project implementation. The comprehensive planning effort has ideally positioned Buchanan Field Airport for future aviation (general aviation, corporate aviation and commercial airline service) and aviation-related opportunities. To facilitate the economic development potential, the Business Plan prioritizes necessary infrastructure improvements for Buchanan Field Airport (including potential replacement of the 60 year old control tower). Further, as the Airport is surrounded by urban residential uses, enhancing the noise program infrastructure is deemed essential for balancing the aviation needs with those of the surrounding communities. The Federal government, primarily through the Federal Aviation Administration (FAA), provides funding for planning, analysis, and infrastructure improvements. The County will support funding in all these areas for protection and enhancement of our aviation facility and network.

Byron Airport – The Byron Airport is poised for future general and corporate aviation and aviation-related development, but that future growth and full build out of the airport as shown in the Master Plan is dependent upon utility and infrastructure improvements both on and around the Airport. The Byron Airport Business Plan prioritizes infrastructure and possible additional land acquisition to assist the Byron Airport in fulfilling its aviation and economic development potential. The Federal government, primarily through the Federal Aviation Administration (FAA), provides funding for planning, analysis, infrastructure improvements and aviation land acquisition. The County will support funding in all these areas for protection and enhancement of our aviation facility and network.

East Bay Regional Communication System (EBRCS) – A project to build the East Bay Regional Communication System (EBRCS), a P25 Radio System infrastructure for Contra Costa and Alameda County. This system will provide interoperable voice communication in both the 800 MHz and 700 MHz frequencies to all public safety and public services agencies within Contra Costa County and Alameda County.

EBRCS will allow for interoperable voice communication within the region that can be integrated with other P25 radio systems outside the geographical area of the EBRCS, for example, with San Francisco. This project will provide Level 5 communications which is the highest level of interoperable communications. This project will allow for everyday interoperable communications, not just various levels of interoperability during big events or disasters in which radio caches are deployed or gateway devices used.

Energy Efficiency & Conservation Block Grant (EECBG) Program – Advocate/support funding up to or above the authorized amount of \$2 billion for the EECBG Program established and authorized under the Energy Independence and Security Act (EISA) of 2007. The County's ability to continue offering programs/services improving energy efficiency and conservation while also creating jobs is contingent upon additional federal funding being appropriated to the EECBG Program in 2012 and beyond. Contra Costa and other local governments have identified and designed many successful programs and financial incentives targeting both the private and public sector which are now being implemented using EECBG funding authorized through the ARRA of 2009. Funding for the EECBG program is necessary to ensure the nation's local governments can continue their leadership in creating clean energy jobs, reducing energy consumption and curbing greenhouse gas emissions.

Kirker Pass Road Truck Climbing Lanes – \$4.5 million for constructing northbound and \$20 million for constructing southbound truck climbing lanes on Kirker Pass Road, a heavily used arterial linking residential areas in eastern Contra Costa with job centers and the freeway system in central Contra Costa. The truck climbing lanes are needed to improve traffic flow and will also have safety benefits. The \$4.5 million will close a funding gap and augment secured funding: \$6 million in Measure J (local sales tax measure) funds and \$2.6 million in State Transportation Improvement Program funds. The \$20 million is the total cost of the southbound truck climbing lane segment.

Northern Waterfront Initiative – support funding for a short-line railroad feasibility study for the Northern Waterfront Corridor and a Land-Use Cost-Benefit/Fiscalization study for the Northern Waterfront.

Regional Habitat Planning and Conservation – \$85 million to the U.S. Fish and Wildlife Service’s “Cooperative Endangered Species Conservation Fund” to keep pace with land costs and the increasing number of Habitat Conservation Plans (HCPs) throughout the country. The County will support funding for the Fund to be restored to \$85 million, the 2010 funding level. This will provide much needed support to regional HCPs in California and nationally, including the East Contra Costa County HCP. Given the prolific growth in the number of regional HCPs, the Fund needs to be increased even more substantially in subsequent years. The East Contra Costa County HCP has received \$35.5 million from the Cooperative Endangered Species Conservation Fund in the past eight years and continuing this grant support is of vital importance to the successful implementation of that Plan. The County will pursue increasing appropriations to the Fund in partnership with numerous counties in northern and southern California and will support requests of the California Habitat Conservation Planning Coalition to increase the Fund up to \$85 million. The County will also request that the California State Association of Counties (CSAC) include this Fund increase as a priority on CSAC’s federal platform.

San Francisco Bay Improvement Act – \$1 billion restoration bill authored by Congresswoman Jackie Speier in 2010 but not passed. The bill, if passed, will help finance restoration of more than 100,000 acres of the Bay's tidal wetlands. Funds from the bill would implement a restoration plan that was adopted in 1993. In addition to benefits for fish and wildlife, wetlands restoration will create new jobs and provide regional economic infusions, as well as protect against the effects of sea level rise on the Bay's shores.

Sacramento-San Joaquin Delta National Heritage Area – a bill authored by Senator Dianne Feinstein in 2010 but not passed. The bill, if passed, will authorize and fund a National Heritage Area (NHA) for the Sacramento-San Joaquin Delta. The NHA designation would be a first step in providing federal resources to agencies in the Delta for economic development and environmental protection. *Contra Costa County supports the legislation and participated in a feasibility study for the NHA through our seat on the Delta Protection Commission, which completed the study in 2012.*

Vasco Road-Byron Highway Connector – \$30 million for design, engineering and construction of an east-west connector road between two major arterials that link Contra Costa County with Alameda and San Joaquin Counties. The Vasco Road-Byron Highway Connector will improve traffic circulation and linkages in the southeastern portion of the County and will provide a new route for truck traffic that will remove a significant portion of truck trips which currently pass through the rural community of Byron. Vasco Road is designated as State Route 84, and Byron Highway is under study as the potential alignment for future State Route 239.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: April 15, 2015

Subject	Approval of Principles for Development of a Transportation Expenditure Plan
Summary of Issues	At its meeting in March, the Authority directed staff to undertake tasks to initiate the development of a Transportation Expenditure Plan (TEP) that would begin to address the major shortfall in funding identified in the Draft 2014 Countywide Transportation Plan (CTP). Development of a TEP should be aligned with the Vision, Goals and Strategies identified in the draft 2014 CTP, as well as reflect the values that have governed cooperative planning over the life of Measures C and J. Accordingly, staff has developed a proposed set of principles for consideration by the Authority to help guide the TEP effort.
Recommendations	Staff seeks Authority approval of the Principles for Development of a Transportation Expenditure Plan (Principles). Upon approval of the Principles, staff will propose a work program, including schedule, cost estimate and stakeholder engagement plan, to pursue the development of a TEP for consideration in May.
Financial Implications	There is no cost to approve the Principles. However, development of the TEP requires considerable staff and consultant support effort, as well as other anticipated costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder. Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$600,000 to \$700,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot is likely to exceed the remaining budget. Staff will propose a comprehensive work program and budget to finalize development of a TEP for discussion at a future Authority meeting.

Options	<ol style="list-style-type: none">1. Modify the proposed Principles.2. Do not proceed with TEP effort.
Attachments	<ol style="list-style-type: none">A. Draft Principles for Development of a Transportation Expenditure Plan
Changes from Committee	N/A

Background

Since 1989, the Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures. Measure C, passed in 1988, created the Authority, and established a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, the voters of Contra Costa approved Measure J, which continued the half-cent transportation sales tax for an additional 25 years through 2034. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When leveraged with federal, State and regional funds, the two measures will result in over \$6.5 billion invested in transportation projects and programs in Contra Costa.

The projects and programs that are advanced with these funds were defined in a TEP that was developed by the Authority with input from many stakeholders. Each successful ballot measure involved a complex development process that eventually led to approval by the voters of Contra Costa.

The current Measure J half-cent transportation sales tax will expire in 2034. Approximately 58 percent of the overall revenues are used for "pay-as-you-go" programs and 42 percent for capital improvement projects. During the first ten years of the measure, all of the major capital improvement projects (SR-4 East, eBART, I-680 and I-80 corridor investments and others) will be complete or in construction. Consequently by 2018, approximately 82 percent of the Measure J project funds will have been expended, and any remaining project revenues will go towards repayment of bonds. Given the lack of new funding for major capital projects at the State and federal level, and the need to augment maintenance and operational programs, the Authority is considering development of a new TEP for possible consideration by the voters in November 2016.

Adoption of TEP Principles

At its meeting in March, the Authority directed staff to initiate the development of a TEP for a possible November 2016 ballot measure. An initial step in this process is to adopt Principles for Development of a TEP (Principles). Development of a new TEP should be guided by principles that build on the Vision, Goals and Strategies identified in the 2014 CTP and that embrace the values of collaboration between the Authority and its partner agencies. Development of a TEP will require technical, political, public and stakeholder engagement. The Principles will help guide the Authority through the TEP stakeholder engagement and development process and the range of issues that will be part of the discussion leading to a TEP.

The proposed Principles for a new TEP include supporting the Authority's vision and goals; conducting a robust public participation effort; adopting a consensus-based approach; finding the right balance for a healthy environment and strong economy for future generations; maintaining the system; leveraging funds and continuing our commitment to growth management and cooperative planning (see Attachment A).

Developing a Work Plan and Schedule

Authority adoption of the proposed Principles marks a starting point for a major work effort that staff is prepared to undertake. Staff is currently developing a work program, detailed cost estimate and schedule, proposed committee structure, and stakeholder engagement strategy for discussion in May.

Already, there is significant interest among stakeholders in the TEP development process. Upon approval of the Principles, staff and consultants will continue in the discussions that were held with the public and stakeholders during development of the draft CTP to transition to a discussion of a financially-constrained TEP.

Relationship of the TEP Effort and MTC's 2017 RTP

In March, MTC released information regarding an update to the Regional Transportation Plan (RTP). Staff has reviewed the proposed RTP process and schedule and believes that it could be complementary to development of a TEP. Consequently, beginning in April, staff will simultaneously introduce the RTP and TEP development process to the Regional Transportation Planning Committees (RTPCs), the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC), other standing committees and key stakeholders to collect input for development of a coordinated workplan. The goal of this effort will be to identify a process that

results in consensus on priority projects and programs that may be applicable to both the TEP and the RTP.

Next Steps

A schedule and work program for undertaking the TEP will be brought to the Authority in May. The schedule will be based upon the required lead time and process involved with the preparation for a possible November 2016 ballot measure. Staff will make every effort to combine and coordinate the work with MTC for the development of the 2017 RTP with the effort to develop policies and investment priorities for the TEP.

Contra Costa Transportation Authority

Principles for Development of a Transportation Expenditure Plan

April 15, 2015

PREAMBLE

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When these funds are combined with federal, State and regional funds, over \$6.5 billion will be invested in transportation projects and programs approved by voters as part of Measures C and J. The two measures also include a Growth Management Program that requires new growth to pay its own way and encourages cooperative planning to address growth and transportation issues.

Measure C, passed in 1988, created a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71 percent vote, to continue the half-cent transportation sales tax for an additional 25 years beyond the original 2009 expiration date. All of the major projects identified in the Measure J Transportation Expenditure Plan are either underway or completed with accelerated delivery strategies so the benefits of the projects will be realized within the first 10 years of the enacted measure.

Through Measures C and J, the Contra Costa Transportation Authority is reducing the impacts of transportation on the environment, encouraging alternative modes of transportation, and providing congestion relief, including:

- BART extensions and improvements
- Bus and ferry service improvements
- Highway 4 improvements from Hercules to Discovery Bay
- New Caldecott Tunnel Fourth Bore
- Richmond Parkway
- Highway 24 and Highway 242 corridor improvements
- Bicycle and pedestrian improvements
- I-80 corridor improvements
- I-680 corridor improvements
- Transit service improvements for students, seniors and people with disabilities
- Local street and road improvements
- Electric Vehicle Charging Stations

Every 5 years, the Contra Costa Transportation Authority updates its Countywide Comprehensive Transportation Plan to provide a blueprint for future investment in Contra Costa's transportation system and identify projects, programs and policies anticipated to be needed over the next 25 years. The most recent update in 2014 included a comprehensive

public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

VISION AND GOALS FOR THE COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN

Measure J requires the development and regular update of a Countywide Comprehensive Transportation Plan.

As outlined in its “vision,” the Contra Costa Transportation Authority will:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Countywide Comprehensive Transportation Plan identifies the following goals:

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa’s economy, preserve its environment, and support its communities;
3. Expand safe, convenient and affordable alternatives to the single occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

The challenge now facing the Contra Costa Transportation Authority is to prioritize \$32 billion in projects and programs, as our transportation needs significantly exceed available revenue. The projected revenue from federal, State and regional sources is not sufficient and a \$10.9 billion shortfall is identified. Over the last two decades, local funds have become the driving force in funding transportation improvements. Development and approval of a new countywide transportation sales tax measure will be critical to help address the funding gap.

PRINCIPLES FOR A NEW TRANSPORTATION EXPENDITURE PLAN

The Contra Costa Transportation Authority will apply the following principles in developing a new Transportation Expenditure Plan that will define the use of funds from a potential new transportation sales tax measure for Contra Costa:

1. **Vision and Goals.** Support the vision and goals of the Contra Costa Transportation Authority.
2. **Public Participation.** The Contra Costa Transportation Authority will conduct a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa about the transportation priorities important for our communities.
3. **Accountability.** The Contra Costa Transportation Authority will continue its commitment to accountability and transparency.
4. **Consensus-Based Planning.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.
5. **Balanced Approach.** Balance the needs and benefits for all people and areas of Contra Costa to provide a healthy environment and strong economy, considering impact on vehicle miles travelled and greenhouse gas emissions, supporting transportation for livable communities' projects, while accounting for future demographic and technological change and innovation.
6. **Public Health.** The Contra Costa Transportation Authority recognizes that transportation policy can result in a reduction of transportation impacts on the environment and provide complementary public health benefits.
7. **Maintenance of the Existing System.** Maintain the existing highway, road, bicycle, pedestrian and transit systems in a safe and operable condition.
8. **Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
9. **Commitment to Growth Management and Cooperative Planning.** New development should comprehensively address infrastructure improvement needs. The Transportation Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: March 18, 2015

Subject	Development of a Transportation Expenditure Plan (TEP)
Summary of Issues	<p>Over the past two years, the Authority, its partners and other stakeholders have been working on the 2014 Countywide Comprehensive Transportation Plan (CTP). Through that planning process, over \$32 billion of projects and programs were identified to improve our transportation system. The projected revenue from federal, state and regional sources is insufficient to fully fund the needs identified in the CTP. Over the last two decades, local funds from Measures C & J have become a major factor in the funding and delivery of transportation improvements, however, a significant funding gap still exists. Development and approval of a new Transportation Expenditure Plan (TEP) and an associated countywide transportation sales tax measure is one method to begin to address the funding gap. Staff seeks Authority guidance regarding development of a TEP, formation of appropriate advisory committees, drafting of TEP principles, and schedule for adoption.</p>
Recommendations	<p>Staff recommends that the Authority initiate the TEP development process by directing staff to develop a work plan, committee structure, principles, and cost estimates for undertaking a Transportation Expenditure Plan effort.</p>
Financial Implications	<p>Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$900,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot would likely exceed the remaining budget. Upon approval of the Principles, staff will propose a plan to pursue the development of a TEP, including costs associate with additional consultant efforts for development and other costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder.</p>
Options	<ol style="list-style-type: none"> 1. Defer TEP development. 2. Direct staff to investigate other options to address funding

	shortfalls.
Attachments	A. <i>Proposed Schedules to be handed out at Authority Meeting</i>
Changes from Committee	N/A

Background

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Measure C, passed in 1988, created a half-cent sales tax for 20 years, expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71.1 percent vote, to continue the half-cent transportation sales tax for an additional 25 years (beyond the original 2009 expiration date). Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When combined with federal, state and regional funds, it will result in over \$6.5 billion invested in transportation (year of expenditure dollars).

The projects and programs that are advanced with these funds are defined in a Transportation Expenditure Plan (TEP) that was approved by the Authority and included with the ballot measures. The TEP is a critical component of gaining approval of a local transportation revenue source, as it clearly defines what benefits will be received if the electorate approves a local sales tax measure. The TEP also allows the Authority to include details of policy provisions that will be used in the implementation such as accountability, priorities for leveraging other fund sources, the Growth Management Program, the Urban Limit Line, and other policies.

Information Developed Through the 2014 CTP Update

The Authority updates its CTP every 5 years. The CTP provides a blueprint for future investment in Contra Costa's transportation system, and identifies projects, programs and policies anticipated to be needed over the next 25 years. Public review of the Draft 2014 CTP Update, released in August 2014, included a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The Draft CTP identified goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

In response to the public input received during September and October of 2014, Authority staff revised the Draft CTP. The Proposal for Adoption version of the CTP was posted to the Authority website as part of the March 4 Planning Committee meeting packet. It identifies over \$32 billion (2014 constant dollars) of projects and programs. The projects are generally capital improvements to the transportation infrastructure, collections of related smaller infrastructure projects, and operational or service enhancements to existing transportation services. The programs generally represent costs to operate and maintain the existing transportation system. The cost for the projects identified in the draft CTP totals \$12.4 billion with available funding from approved local, federal, state and regional sources projected to be \$3.4 billion, resulting in a \$9 billion shortfall for projects. The CTP cost for programs is \$19.6 billion which is primarily funded from regional and other sources (including transit fares and tolls). The shortfall for programs is estimated to be less than \$2 billion.

Adoption of the Final 2014 CTP, originally scheduled for March 18, 2015, has been postponed pending further refinements to respond further to stakeholder comments.

Status of Measure J

The current Measure J half-cent transportation sales tax will be collected through 2034 and is included in the above revenue assumptions. Measure J includes a “pay-as-you-go” program component consisting of maintenance and operations activities and hybrid project programs (collections of related smaller infrastructure projects). Together, these represent about 58 percent of the overall revenue that will be used to continue the TEP defined program improvements (i.e. Local Streets Maintenance & Improvements, Bus Services, Transportation for Seniors & People with Disabilities, Safe Transportation for Children, Pedestrian, Bicycle & Trail Facilities, and Transportation for Livable Communities) through the expiration of Measure J.

The remaining Measure J funds (42 percent) are identified in the TEP for major projects (e.g., new Caldecott Tunnel fourth bore, BART extension, Highway 4 widening, Richmond Parkway, I-680 Carpool Lane Gap Closure). All of the major projects are either underway or completed, with accelerated delivery strategies ensuring that the benefits of the projects will be realized within the first 10 years. This is possible through an Authority policy to bond against future project revenues and aggressive delivery strategies. These strategies also resulted in nearly 3 to 1 leveraging of capital projects funding. A consequence of the aggressive delivery strategy is

that all the Measure J funds available for major capital projects have been expended or committed.

Impetus for the TEP

To continue to implement a robust capital program to improve the transportation network in Contra Costa, and to enhance or add new services, additional new revenue is required. Over the last two decades, local funds have become a major factor in the funding and delivery of transportation improvements. Development and approval of a new TEP and an associated countywide transportation sales tax measure is one method to begin to address the funding gap.

On behalf of the Authority, EMC Research completed a research program that consisted of focus groups conducted in each of the four sub-regions and countywide telephone surveys of likely voters in Contra Costa County. The focus groups and the initial survey were completed in the autumn of 2013 and the follow-up survey was completed in March of 2014.

The results showed strong support for the Authority's work and a willingness to consider an extension and augmentation of the sales tax. The research indicates, however, that voters will insist on a detailed spending plan with improvements across all modes of travel. In particular, survey respondents expressed preference for improved transit and BART, traffic smoothing, and maintenance of existing streets and roads. Specific capital project investments, improved pedestrian and bicycle trails, and expanding alternative modes of travel also polled well.

Process for Developing a new TEP

Developing a new TEP is a lengthy process that will require a significant level of public outreach and stakeholder engagement. Staff estimates that the process would take about 18 months, which means that to get on the ballot in November 2016, the process would have to begin now. Previous schedules circulated to the Authority envisioned release of a Draft TEP in summer 2015, approval of a Final Draft TEP in December 2015, and using 2016 to go through the local review and approval process.

Staff therefore seeks direction from the Authority to initiate the process. Upon direction from the Authority to start work on a new TEP, staff would develop a proposed committee structure, a schedule, and a cost estimate for the effort. The proposed process would need to address the various scenarios and options for projects and programs, the amount and term of a possible

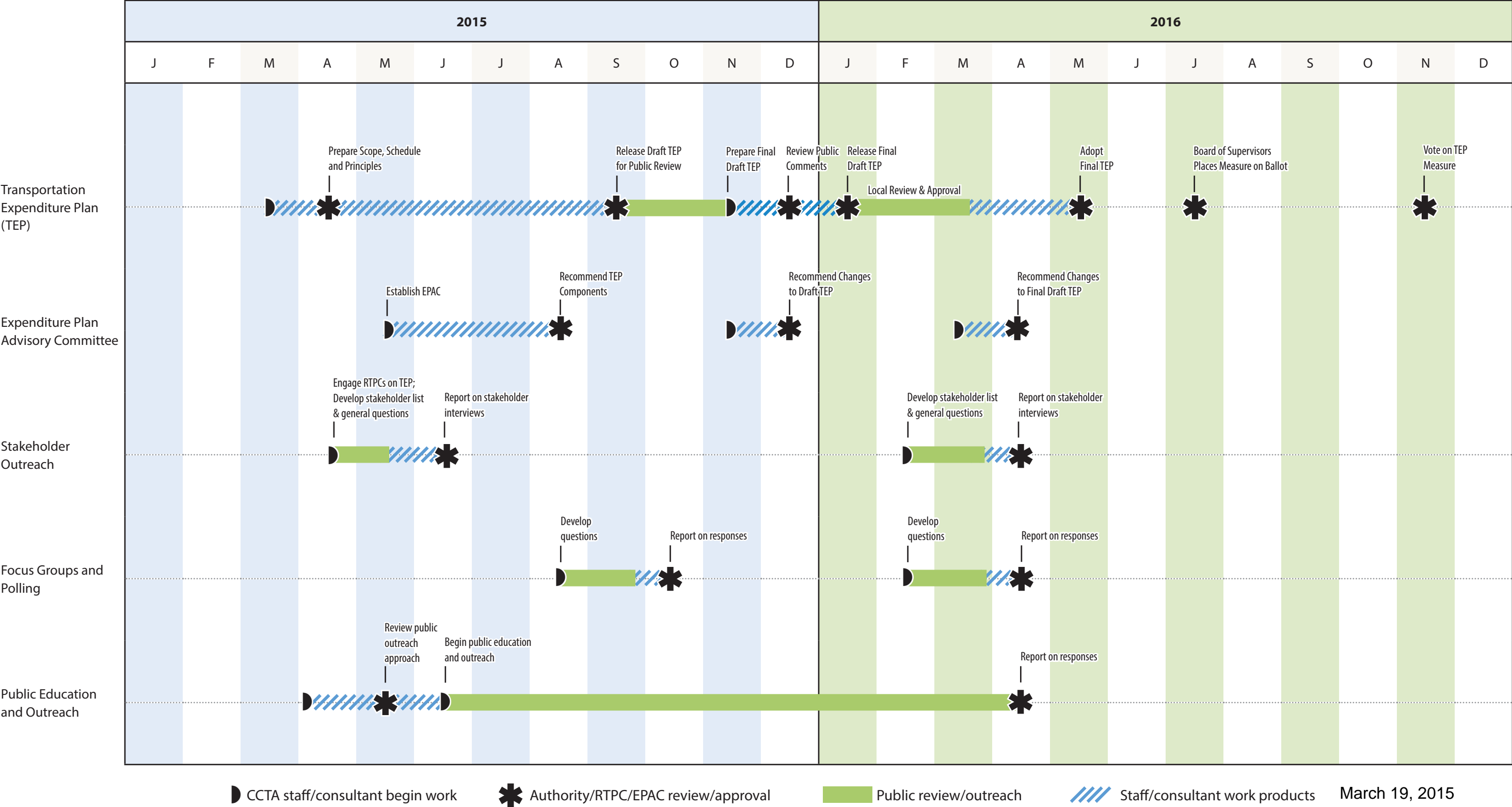
new measure, and different funding distributions. For example, current forecasts indicate that an additional 25 year half-cent sales tax (with collection starting in 2017) would generate approximately \$2.3 billion (in constant 2014 dollars).

Development of a TEP would also require technical, political, public and stakeholder engagement. The Authority would need to develop a set of Principles to help guide it through a range of issues that will need to be addressed, including supporting the vision and goals of the Authority, public participation, the need for consensus, and highlighting priority programs and policies.

Regarding committee structure, staff recommends the creation of an Expenditure Plan Advisory Committee comprised of representatives from non-governmental organizations throughout Contra Costa. This committee would provide valuable input on developing a TEP that finds the right balance among competing transportation needs.

Next Steps

Upon direction from the Authority to proceed, staff would return in April with a recommended TEP process and schedule for consideration by the Authority.



Bill ID	Summary & Client Information	Latest Action
1. CA AB 2	Community Revitalization Authority Authorizes certain local agencies to form a community revitalization authority with a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for infrastructure, affordable housing, and economic revitalization and to provide for the issuance of bonds serviced by tax increment revenues.	<ul style="list-style-type: none"> 04/22/2015 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.
Bill ID	Summary & Client Information	Latest Action
2. CA AB 148	K-14 School Investment Bond Act of 2016 Reduces the minimum amount that a school district must set aside for ongoing and major maintenance of school buildings in a fiscal year. Authorizes a grant for new construction or modernization to be used for seismic mitigation. Requires an interagency plan to streamline the school facilities construction application and review process. Enacts the K-14 School Investment Bond Act of 2016 to provide funds for the construction and modernization of education facilities.	<ul style="list-style-type: none"> 03/26/2015 From ASSEMBLY Committee on EDUCATION with author's amendments. 03/26/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on EDUCATION.
Bill ID	Summary & Client Information	Latest Action
3. CA AB 325	Community Development Block Grant Program: Funds Requires the Department of Housing and Community Development, after notifying an applicant for a community development block grant, to enter into a grant agreement with the applicant. Requires the Department to provide the applicant with a complete and final list of activities to complete to receive a disbursement of funds. Requires the Department to notify the grantee has approved a disbursement or provide the grantee with a complete and final list of all remaining activities to be completed.	<ul style="list-style-type: none"> 04/16/2015 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments. 04/16/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.
Bill ID	Summary & Client Information	Latest Action
4. CA AB 1362	Local Government Assessments Fees and Charges Defines stormwater for purposes of the Proposition 218 Omnibus Implementation Act to mean any system of public improvements or service intended to provide for the quality, conservation, control, or conveyance of waters that land on or drain across the natural or man-made landscape.	<ul style="list-style-type: none"> 03/23/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT.
Bill ID	Summary & Client Information	Latest Action
5. CA SB 8	Taxation Expands the Sales and Use Tax Law to impose a tax on the gross receipts from the sale in the State or, or the receipt of the benefit in the State of services at a specified percentage rate.	<ul style="list-style-type: none"> 02/19/2015 Re-referred to SENATE Committee on

Bill ID	Summary & Client Information	Latest Action
6. CA AB 4	Vehicle Weight Fees: Transportation Bond Debt Service Prohibits weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds. Prohibits loans of weight fee revenues to the General Fund.	<ul style="list-style-type: none"> 01/16/2015 To ASSEMBLY Committee on TRANSPORTATION.
Bill ID	Summary & Client Information	Latest Action
7. CA AB 6	Bonds: Transportation: School Facilities Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Requires the net proceeds of other bonds to be made available to fund construction of school facilities for K-12 and higher education.	<ul style="list-style-type: none"> 04/20/2015 In ASSEMBLY Committee on TRANSPORTATION: Failed passage. 04/20/2015 In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.
Bill ID	Summary & Client Information	Latest Action
8. CA AB 8	Emergency Services: Hit-And-Run Incidents Authorizes a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle.	<ul style="list-style-type: none"> 03/23/2015 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on PUBLIC SAFETY.
Bill ID	Summary & Client Information	Latest Action
9. CA AB 21	Global Warming Solutions Act of 2006: Emissions Limit Requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions.	<ul style="list-style-type: none"> 04/13/2015 In ASSEMBLY Committee on NATURAL RESOURCES: Not heard.
Bill ID	Summary & Client Information	Latest Action
10. CA AB 23	Global Warming Solutions Act of 2006: Compliance Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance mechanism.	<ul style="list-style-type: none"> 03/23/2015 In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage. 03/23/2015 In ASSEMBLY Committee on NATURAL RESOURCES:

Bill ID	Summary & Client Information	Latest Action
11. CA AB 28	Bicycle Safety: Rear Lights Requires that a bicycle operated during darkness upon a highway or a sidewalk be equipped with a red reflector, a solid red light, or a flashing red light on the rear that is visible for a specified distance to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.	<ul style="list-style-type: none"> 04/22/2015 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 04/22/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
Bill ID	Summary & Client Information	Latest Action
12. CA AB 33	Global Warming Solutions Act: Climate Council Establishes the Climate Change Advisory Council. Requires the Council to develop an analysis of various strategies to achieve the statewide greenhouse gas emissions limit. Requires the State Air Resources Board to establish consistent metrics to accurately quantify reductions in greenhouse gas emissions, quantify public health benefits, and measure the cost-effectiveness of the various strategies identified by the Council.	<ul style="list-style-type: none"> 04/06/2015 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments. 04/06/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
Bill ID	Summary & Client Information	Latest Action
13. CA AB 157	Richmond-San Rafael Bridge Requires the lead agency to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act if the Metropolitan Transportation Commission and the Department of Transportation develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level.	<ul style="list-style-type: none"> 03/26/2015 In ASSEMBLY. Read third time, urgency clause adopted. Passed ASSEMBLY. *****To SENATE.
Bill ID	Summary & Client Information	Latest Action
14. CA AB 227	Transportation Funding Retains weight fee revenues in the State Highway Account. Deletes the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated to the State Transportation Improvement Program, to the State Highway Operation Program, and to city and county roads.	<ul style="list-style-type: none"> 04/15/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on BUDGET.
Bill ID	Summary & Client Information	Latest Action

15. CA AB 323	Environmental Quality Act: Exemption Amends the California Environmental Quality Act that exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, if the project of activity is carried out by a city or county with a specified population to improve public safety and meets other specified requirements, to extend the that exemption to a specified date.	<ul style="list-style-type: none"> 04/22/2015 In ASSEMBLY. Read second time. To Consent Calendar.
Bill ID	Summary & Client Information	Latest Action
16. CA AB 327	Public Works: Volunteers Deletes that repeal date provision of existing law that governing public works does not apply to specified work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation corps or a community conservation corps.	<ul style="list-style-type: none"> 02/23/2015 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.
Bill ID	Summary & Client Information	Latest Action
17. CA AB 464	Transactions and Use taxes: Maximum Combined Rate Amends existing law that authorizes cities and counties, and if specifically authorized, other local government entities, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in the county to not exceed a specified percentage. Increases the maximum combined rate.	<ul style="list-style-type: none"> 04/13/2015 From ASSEMBLY Committee on REVENUE AND TAXATION: Do pass to Committee on LOCAL GOVERNMENT.
Bill ID	Summary & Client Information	Latest Action
18. CA AB 518	Department of Transportation Amends existing law authorizing a local agency to enter into an agreement with the appropriate transportation planning agency to use its own funds to develop, and construct a project within its own jurisdiction. Deletes a provision requiring the department to compile information and report to the Legislature.	<ul style="list-style-type: none"> 03/05/2015 To ASSEMBLY Committee on TRANSPORTATION.
Bill ID	Summary & Client Information	Latest Action
19. CA AB 1088	Education Facilities: Bond Act: Greene Act Requires, for purposes of determining existing school building capacity, the calculation to be adjusted as required for first priority status, relating to multitrack year-round schools. Requires the existing school building capacity for a high school district to be calculated without regard to multitrack year-round school considerations.	<ul style="list-style-type: none"> 04/22/2015 From ASSEMBLY Committee on EDUCATION with author's amendments. 04/22/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on EDUCATION.
Bill ID	Summary & Client Information	Latest Action
20. CA AB 1119	Public Utilities: Rights of Way Specifies the terms municipal corporation and municipality include a county. Requires a municipal corporation, before using any street, alley, avenue, or	<ul style="list-style-type: none"> 04/16/2015 Re-referred to

highway within any other municipal corporation, to request of the municipal corporation that has control over the street, alley, avenue, or highway to agree with it upon the location of the use and the terms and conditions to which the use shall be subject.

ASSEMBLY Committee on LOCAL GOVERNMENT.

Bill ID	Summary & Client Information	Latest Action
21. CA AB 1284	Bay Area State-Owned Toll Bridges Provides that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	<ul style="list-style-type: none">04/08/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.
Bill ID	Summary & Client Information	Latest Action
22. CA AB 1344	County Office of Education Charter Schools Extends the authorization of a governing board of a school district to render a city or county zoning ordinance inapplicable to a proposed use of school district property, except when the proposed use is for nonclassroom facilities to the governing board of a county office of education. Prohibits a county office from rendering such ordinance inapplicable to a charter school facility, unless the school is physically with the jurisdiction of the office.	<ul style="list-style-type: none">04/22/2015 In ASSEMBLY Committee on EDUCATION: Not heard.
Bill ID	Summary & Client Information	Latest Action
23. CA AB 1347	Public Contracts Claims Establishes for state and local public contracts a claim resolution process applicable to all public entity contracts. Defines a claim. Provides the procedures that are required of a public entity, upon receipt of a claim sent by registered mail. Provides an alternative claim procedure if the public entity fails to issue a statement. Requires the claim deemed approved in its entirety. Authorizes nonbinding mediation. Provide a public works contractor claim procedure.	<ul style="list-style-type: none">04/21/2015 From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW with author's amendments.04/21/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
Bill ID	Summary & Client Information	Latest Action
24. CA ACA 4	Local Government Transportation Projects: Special Taxes Provides that the imposition, extension, or increase of a special tax for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.	<ul style="list-style-type: none">04/06/2015 To ASSEMBLY Committees on TRANSPORTATION, REVENUE AND TAXATION and APPROPRIATIONS.
Bill ID	Summary & Client Information	Latest Action

25. CA SB 1	Global Warming Solutions Act of 2006: Compliance Amends the State Global Warming Solutions Act of 2006. Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance mechanism. Requires all participating categories of persons or entities to have a compliance obligation beginning on a specified date.	<ul style="list-style-type: none"> 01/15/2015 To SENATE Committee on ENVIRONMENTAL QUALITY.
Bill ID	Summary & Client Information	Latest Action
26. CA SB 5	Global Warming Solutions Act of 2006: Compliance Relates to the State Global Warming Solutions Act of 2006. Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance mechanism through a specified date.	<ul style="list-style-type: none"> 04/15/2015 In SENATE Committee on ENVIRONMENTAL QUALITY: Failed passage. 04/15/2015 In SENATE Committee on ENVIRONMENTAL QUALITY: Reconsideration granted.
Bill ID	Summary & Client Information	Latest Action
27. CA SB 9	Greenhouse Gas Reduction Fund: Transit/Intercity Rail Modifies the purpose of the Transit and Intercity Rail Capital Program. Provides for the funding of defined large, transformative capital improvements. Updates project selection criteria under the program to projects that reduce greenhouse emissions. Requires estimates of funding available under the program. Allows the issuance of a no prejudice letter to allow an applicant to utilize its own funds on a project subject to reimbursement from program funds for eligible expenditures.	<ul style="list-style-type: none"> 04/15/2015 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments. 04/15/2015 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.
Bill ID	Summary & Client Information	Latest Action
28. CA SB 16	Transportation Funding Creates the Road Maintenance and Rehabilitation Program and a related fund for deferred highway and local road maintenance. Provides for an increase in motor vehicle fuel tax, a vehicle registration fee, commercial vehicle weight fees. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases the vehicle license fee over a specified time period for transportation bond debt service. Relates to allocation for supplemental project allocation requests.	<ul style="list-style-type: none"> 04/15/2015 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments. 04/15/2015 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.
Bill ID	Summary & Client Information	Latest Action

29. CA SB
32

**Global Warming Solutions Act of 2006:
Emissions Limit**

Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limit that is equivalent to a specified percentage below the 1990 level to be achieved by 2050. Authorizes the Board to adopt interim emissions level targets to be achieved by specified years.

- 03/16/2015
From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
- 03/16/2015
In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.

Bill ID	Summary & Client Information	Latest Action
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30. CA SB
39

Vehicles: High-Occupancy Vehicle Lanes

Increases the number of vehicle identifiers that the Department of Motor Vehicle is authorized to issue for HOV lane usage.

- 04/21/2015
From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.

Bill ID	Summary & Client Information	Latest Action
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31. CA SB
40

Air Quality Improvement Program: Vehicle Rebates

Requires incentives for qualifying zero-emission, battery-electric passenger vehicles under the Clean Vehicle Rebate Project of the Air Quality Improvement Program to be limited to vehicles in that category with a manufacturer's suggested retail price of a specified amount. Requires the rebate for certain vehicles to be a specified sum, subject to the availability of funds.

- 04/06/2015
From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
- 04/06/2015
In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

Bill ID	Summary & Client Information	Latest Action
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32. CA SB
114

Education Facilities: Kindergarten Through Grade 12

Revises the definition of modernization under the Leroy F. Greene School Facilities Act of 1998 to include replacement of certain facilities. Requires a school district to certify that it has a certain school facilities master plan that is consistent with a certain sustainable communities strategy. Makes changes concerning evaluation of certain costs, eligibility, a statewide school facilities inventory, grants for seismic mitigation purposes, funding of joint-use facilities, and the use of certain bonds.

- 04/22/2015
From SENATE Committee on GOVERNANCE AND FINANCE: Do pass to Committee on APPROPRIATIONS.

Bill ID	Summary & Client Information	Latest Action
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33. CA SB
119

Protection of Subsurface Installations

Relates to excavation. Provides for certain training requirements, fines, and license suspension. Makes

- 04/20/2015

changes relating to a regional notification center and subsurface installations. Provides for delineation of areas to be excavated, preservation of certain plans, damages, an exemption for certain residential property owners, occupational safety and health standards for excavators, and the use of moneys collected as a result of the issuance of citations. Creates a relates complaint authority.

From SENATE Committee on JUDICIARY with author's amendments.

- 04/20/2015
In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.

Bill ID	Summary & Client Information	Latest Action
34. CA SB 194	Vehicles: High-Occupancy Vehicle Lanes Makes technical, nonsubstantive changes to existing law that authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions.	<ul style="list-style-type: none"> 02/19/2015 To SENATE Committee on RULES.
Bill ID	Summary & Client Information	Latest Action
35. CA SB 313	Local Government: Zoning Ordinances: School Districts Conditions the authorization to render a city or county zoning ordinance inapplicable to a proposed use of school district property upon compliance with a notice requirement regarding a schoolsite on agricultural land. Requires the governing board of a district to notify a city or county of the reason the board intends to take a specified vote at least a certain number of days prior to that vote.	<ul style="list-style-type: none"> 04/22/2015 From SENATE Committee on EDUCATION: Do pass as amended to Committee on GOVERNANCE AND FINANCE.
Bill ID	Summary & Client Information	Latest Action
36. CA SB 321	Motor Vehicle Fuel Taxes: Rates: Adjustments Relates to motor fuel tax rates. Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to an exception that reflects the combined average of the actual fuel price over previous fiscal years and the estimated fuel price for the current fiscal year. Relates to revenue neutrality.	<ul style="list-style-type: none"> 04/23/2015 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
Bill ID	Summary & Client Information	Latest Action
37. CA SB 564	Vehicles: School Zone Fines Requires that an additional fine be imposed if a certain violation occurred when passing a school building or school grounds and the highway is posted with a standard warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. Requires the funds from additional fines be deposited in the State Highway Account for funding school zone safety projects within the Active Transportation Program.	<ul style="list-style-type: none"> 04/14/2015 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.
Bill ID	Summary & Client Information	Latest Action
38. CA SB 595	Vehicles: Prima Facie Speed Limits: Schools Makes technical nonsubstantive changes to existing law concerning the prima facie speed limit when approaching or passing a school.	<ul style="list-style-type: none"> 03/12/2015 To SENATE Committee on RULES.

Bill ID	Summary & Client Information	Latest Action
39. CA SB 632	<p>Vehicles: Prima Facie Speed Limits: Schools</p> <p>Allows a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facia limit when approaching at a distance of less than 500 feet from, or passing, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period.</p>	<div><ul style="list-style-type: none">04/14/2015 In SENATE Committee on TRANSPORTATION AND HOUSING: Not heard.</div>

Adopted Positions on Legislation of Interest – 2015

(Information Updated from Last Month is in ***bold/italics***)

Bill	Status	CC County	ABAG	BAAQMD	CCTA	CSAC	LofC	MTC	Other	Notes
AB 2 (Alejo) <i>Community Revitalization Authority</i>			<i>Staff Recommendation: Watch</i>			Pending	<i>Support</i>			
AB 148 (Holden) <i>School Facilities: General Obligation Bond Measure</i>						Pending				
SB 8 (Hertzberg) <i>Taxation</i>						Pending	Watch			
AB 4 (Linder) <i>Vehicle Weight Fees: Transportation Bond Debt Service</i>						Watch	Watch	<i>Support & Seek Amendment</i>		
AB 6 (Wilk) <i>Bonds: Transportation: School Facilities</i>						Watch	Watch			
AB 8 (Gatto) <i>Emergency Services: Hit-and-Run Incidents</i>						Pending	Watch			
AB 21 (Perea) <i>California Global Warming Solutions Act of 2006: Emissions Limit: Scoping Plan</i>			<i>Staff Recommendation: Watch</i>			Pending	Watch			
AB 23 (Patterson) <i>California Global Warming Solutions Act of 2006: Market-Based Compliance Mechanisms: Exemption</i>			<i>Staff Recommendation: Watch</i>	<i>Staff Recommendation: Oppose</i>		Pending	Watch			
AB 33 (Quirk) <i>California Global Warming Solutions Act of 2006: Scoping Plan</i>						Pending	Watch			
AB 157 (Levin) <i>Richmond-San Rafael Bridge</i>							Watch	<i>Support & Seek Amendment</i>		
SB 1 (Gaines) <i>California Global Warming Solutions Act of 2006: Market-Based Compliance Mechanisms: Exemption</i>			<i>Staff Recommendation: Watch</i>	<i>Staff Recommendation: Oppose</i>		Pending	Watch			
SB 5 (Vidak) <i>California Global Warming Solutions Act of 2006: Market-Based Compliance Mechanisms: Exemption</i>			<i>Staff Recommendation: Watch</i>	<i>Staff Recommendation: Oppose</i>		Pending	<i>Watch</i>			
SB 9 (Beall) <i>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program</i>			<i>Seeking more information</i>			Watch	Watch			

Bill	Status	CC County	ABAG	BAAQMD	CCTA	CSAC	LofC	MTC	Other	Notes
SB 16 (Beall) <i>Department of Transportation</i>						Support	Support			
SB 32 (Pavley) <i>California Global Warming Solutions Act of 2006: Emissions Limit</i>				Support		Pending	Watch			
SB 39 (Pavley) <i>Vehicles: High-Occupancy Vehicle Lanes</i>						Watch	Watch	Oppose		
SB 40 (Gaines) <i>Air Quality Improvement Program: Vehicle Rebates</i>						Pending	Watch			
SB 114 (Liu) <i>Education facilities: Kindergarten Through Grade 12 Public Education Facilities Bond Act of 2016</i>		Staff Recommendation of Watch					Watch			
SB 16 (Beall) <i>Transportation funding</i>						Support	Support			
SB 632 (Cannella) <i>Vehicles: prima facie speed limits: schools.</i>		Support				Support	Watch			Legislation based on CCC proposal
SB 654 (De Leon) <i>Hazardous waste: facilities permitting</i>						Watch	Watch			
CA ACA 4 (Frazier) <i>Local government transportation projects: special taxes: voter approval</i>						Pending/Support	Support			
SB 313 (Galgiani) <i>Local government: zoning ordinances: school districts</i>		Support				Watch	Watch			
AB 1344 (Jones) <i>County office of education: charter schools</i>		Staff Recommendation of Oppose				Oppose	Oppose			
AB 194 (Frazier) <i>High-occupancy toll lanes</i>						Watch	Watch			
AB 227 (Alejo) <i>Transportation funding</i>						Pending	Watch			
AB 518 (Frazier) <i>Department of Transportation</i>						Watch	Watch			
AB 1284 (Baker) <i>Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee</i>							Watch			

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Transportation Finance Plan 5 Year Road Maintenance Program

1) The plan shall draw from the following sources:

- a) A 10 cent increase in the excise tax on gasoline and 12 cent increase on diesel tax.
 - a. The 2 cent increase on diesel tax shall go towards freight movement and port congestion.
- b) Returning truck weight fees to the transportation fund over a five year period, 20% each year.
- c) Loan paybacks each year for 3 years from the Rainy Day Fund.
- d) A 0.35 percent increase in the VLF over five years to backfill the loss to the general fund of the truck weight fees and continues until the bonds are retired.
- e) A \$35 VRF increase for all vehicles.
- f) A \$100 VRF increase for zero-emission vehicles.
- g) Identify whether savings can be accrued through bond defeasance.
- h) This would raise an additional \$3.4 – 3.8 billion annually for five years.

****There are NO impacts to the General Fund.**

2) The funding shall be allocated as follows:

- a) 5% shall be set aside to be made available to cities and counties that approve local funding measures after January 1, 2016.

The remainder of the funds shall be shared equally between the State, Cities and Counties as follows:

- b) 50% shall be allocated to the SHOPP program.
- c) 50% shall be allocated to cities and counties.

3) The proposal shall have performance criteria and accountability measures.

4) The proposal shall establish protections to ensure funding only be used for maintenance backlog.

5) The proposal shall establish efficiencies within CalTrans.

	RATE	PHASE	ADDITIONAL REVENUE BY YEAR (in millions)				
	INCREASE	IN (YRS)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Excise on Gasoline (in cents)	10	1	\$ 1,600	\$ 1,460	\$ 1,460	\$ 1,460	\$ 1,460
VLF (in percent)	35%	5	\$ 224	\$ 448	\$ 672	\$ 896	\$ 1,120
VRF (in dollars)	35	1	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Weight Fees (in millions)	0	5	\$ -	\$ -	\$ -	\$ -	\$ -
Annual ZEV Fees (in dollars)	100	1	\$ 10	\$ 12	\$ 15	\$ 20	\$ 25
Excise on Diesel (in cents)	10	1	\$ 260	\$ 260	\$ 260	\$ 260	\$ 260
GF Loan Paybacks		3	\$ 330	\$ 330	\$ 340	\$ -	\$ -
Diesel Excise for Freight	2	1	\$ 52	\$ 52	\$ 52	\$ 52	\$ 52
Total New Revenue			\$ 3,476	\$ 3,562	\$ 3,799	\$ 3,688	\$ 3,917



Tell Your Legislators to Support New Revenues for Transportation Infrastructure

Background

California is facing a significant transportation fiscal cliff and it's been decades in the making. The state base gasoline excise tax (gas tax) has not been increased since 1994. The federal gas tax hasn't been adjusted in 21 years. Over the last two decades, inflation, improvements in fuel efficiency, and the move to alternative fuel and electric vehicles has severely eroded the purchasing power of these funding streams that are vital to the maintenance, preservation, and safety of the multi-modal statewide transportation network. Making matters worse, the steep drop in the price of gasoline during the end of 2014 and the first few months of 2015, while good for consumer pocketbooks, will result in a loss of \$885 million for local streets and roads and highways next fiscal year.

Local streets and roads and state highways are the bedrock of California's jobs and economy. Everyone – pedestrians, bicyclists, transit riders and drivers – use local and state roads and are negatively impacted by safety issues and congestion. The condition of the state's roads is an indicator of how well California is serving Californians. If we do not address infrastructure deficiencies, we are paving our own road to ruin. The local street and road system is facing a nearly \$8 billion annual shortfall for the maintenance and preservation of the existing system, not including other critical modes of transportation. State highways have \$59 billion in deferred maintenance over the same time horizon.

Status

The Governor and Legislature have elevated transportation infrastructure to the top of the public policy agenda in 2015. Assembly Speaker Toni Atkins has announced an interim funding package that would generate \$2 billion a year for five years for improvements to state highways and local streets and roads. Meant as a starting place to kick-off dialogue and negotiations within the Legislature and with the Governor, CSAC anticipates additional proposals before a final funding solution is identified. The Senate Republican Caucus released its priorities for a new transportation funding package which includes repaying existing transportation loans, ending the off-highway vehicle gas tax diversion, and returning weight fees to transportation. At the time of this writing, Senator Jim Beall is also developing another interim five year funding plan that could generate between \$2.8 billion to \$3.6 billion annually. CSAC staff will provide updates with additional details as they become available. In the meantime, there is plenty to discuss with your legislative delegation that will lay the groundwork of support for the ultimate funding solution.

TAKE ACTION

Finding new revenues for transportation will take a bipartisan effort and requires a super majority, two-thirds vote of the Legislature and the Governor's signature to enact. It is incumbent upon every county to reach out to their legislative delegation to explain the infrastructure conditions in their communities

and why action is needed this year. Provide them with examples of projects in their communities they can expect to see if they support new revenue options. Make the connection between their vote and positive impacts to your mutual constituents! The following talking points can be used in a variety of forums to get your message across, whether in a face-to-face meeting or in an Op Ed.

Talking Points

Primary Points

- The 2014 California Statewide Local Streets and Roads Needs Assessment Report found that counties and cities are facing a \$79.3 billion funding shortfall for the maintenance and preservation of just the local street and road system over the next decade. State highways have \$59 billion in deferred maintenance.
- It is important to invest in both local and state transportation systems. Drivers, transit, pedestrians and bicyclists do not care about ownership of the transportation system; they just want to get from Point A to Point B as efficiently and safely as possible.
- Without new revenues, the transportation system will continue to crumble. The longer we wait, the more it will cost to fix our roads.

Secondary Points

- The 18-cent per gallon state gas tax is worth approximately 6.8-cents today adjusted for inflation and fuel efficiency.
- New vehicles are more fuel efficient and federal standards will continue this trend.
- Electric and hybrid cars pay less or no taxes at the pump for the same use of state highways and local streets and roads.
- Public transit ridership is increasing and the state is investing more in transit and other mobility options in recognition of our climate and sustainability goals. Transit, bicyclists and pedestrians use the local street and road system as their main right-of-way, so even with passengers shifting from driving to using alternative transportation, traditional transportation infrastructure remains important.
- Californians pay, on average, \$780 annually for a daily coffee habit and over \$1,000 for cable television. In contrast, drivers only pay \$368 in all taxes on gasoline (including state, federal and local add-ons).

Hold a Meeting in the District

Your state legislative delegation returns to their respective districts on a weekly basis. Request a meeting with each Assembly Member and Senator that represents your county in their district office. Discuss the county's transportation infrastructure inventory; the conditions of the local street and road system, including your essential components and locally owned bridges; the importance of the local

system to the mobility of all Californians and the economy; and the needs to bridge the system into a state of good repair (Attachment One: Selections from 2014 California Statewide Local Streets and Roads Needs Assessment). Take this opportunity to lend support to specific solutions that CSAC and your county are advocating for and provide any needed information to your elected officials so they know what those solutions would mean to their constituents (think about those project lists you just developed). Click [here](#) to locate your representatives' office locations and contact information.

Give a Tour

Take your meeting outside and provide your legislative delegation with a tour of your county's transportation facilities and projects. Invite local business and community leaders, community transportation advocates including bicycle, pedestrian and transit to participate. Demonstrate that there is a coalition of support for fixing California's failing infrastructure. Show your representatives what a street or road with Pavement Condition Index (PCI) rating of 40 or a failing bridge really looks like. You can also show them a project that proves investment in the local street and road system has positive implications for local, regional and statewide mobility, the challenge to reduce greenhouse gas (GHG) emissions, and the safety of pedestrians, bicyclists and drivers. Need inspiration? Visit the [California Statewide Local Streets and Roads Needs Assessment](#) website to view award winning projects from counties and cities across the state.

Write a Letter

Pen a letter on county letterhead explaining your county's current infrastructure challenges and how the solutions that CSAC and your county support can address these issues (Attachment Two: Sample Letter to Your Legislator). If your county doesn't have a position on a specific proposal you can explain the principles CSAC (Attachment Three: CEAC Memo to CSAC on New Transportation Revenues) or your county supports to educate your delegation on which factors are most important when contemplating specific proposals.

Get Social

Tell the California State Legislature why your county cannot afford to wait for new revenues for transportation via social media. Tell them how much more it costs to rebuild a road than keep one in good condition. Tell them that school children cannot walk and bike to school without safe local streets and roads. Tell them that by using innovative technologies and practices your county is saving money and reducing GHG emissions when doing routine road maintenance and preservation.

A picture is worth 1,000 words. With Twitter's 140 character limit, snap a photo of your county's streets, roads, and bridges (and the pedestrians, bicyclists and transit buses that use those facilities in your community) that need additional support. Most Assembly Members and Senators are on Twitter and regularly monitor their Twitter feeds. The easiest way to find your legislators is to utilize the search function on Twitter or by visiting their websites. Be sure to include our new hash tag #Roads4AllModes!

Sample Tweets

- CA streets & roads need \$7.3 billion/year to be safe & reliable. Invest in CA local streets & roads. #Roads4AllModes www.savecaliforniastreet.org

- Keep CA economy moving; invest in CA local streets and roads. #Roads4AllModes www.savecaliforniastreet.org
- Don't let CA streets & roads get worse. Invest in local system and keep CA people & economy moving. #Roads4AllModes www.savecaliforniastreet.org
- Every trip begins on a local street or road. #Roads4AllModes www.savecaliforniastreet.org
- Billions needed to make CA local streets & roads safe & reliable for walkers, bikers & drivers. #Roads4AllModes www.savecaliforniastreet.org
- Sustainable CA needs good streets and roads. #Roads4AllModes www.savecaliforniastreet.org
- CA streets & roads are 81 percent of state's roadways, new report said more \$ needed to make them safe. #Roads4AllModes www.savecaliforniastreet.org

For additional support on your advocacy efforts, please contact transportation policy staff:

Kiana Buss, CSAC Legislative Representative (916.650.8185 or kbuss@counties.org)

Chris Lee, CSAC Legislative Analyst (916.650.8180 or clee@counties.org).

ENGAGE THE MEDIA

Engage your local media outlets to bring attention to your county's infrastructure needs, the statewide nature of the problem, and the need for a 2015 solution. Inform them about tours and other events through press releases. Write and submit Op Ed columns or guest commentaries to your local newspapers. You can use the talking points provided above to craft an Op Ed to clearly communicate the problem in your county and how it affects readers and your community at large.

Op Ed Guidelines

The term "Op Ed" refers to a longer form opinion piece that is usually placed on the page "opposite the editorial page." Most newspapers will run responsible, well-written Op Eds from ordinary citizens, especially when they come from someone with a demonstrable expertise in the subject matter. For that reason, a newspaper may be more likely to run an Op Ed regarding local roads and bridges from the County Public Works Director or County Engineer. Contacting the paper ahead of time and asking if they are interested in an Op Ed on a specific topic may also be helpful.

Op Ed requirements will vary considerably from one paper to another. You can usually find the guidelines for a specific paper on its website by clicking the "Opinion" tab. In general, you should try to keep your Op Ed to between 500-1,000 words and typically, the shorter the better. Try to keep them non-technical. Use plain language. Remember that most of your audience probably does not have a background in civil engineering.

Op Eds can usually be submitted via email to the Editor of the paper, or for larger publications, the Editor of the Editorial page. Many newspapers carry email addresses for these staff members under the “Contact Us” tab on the web page, and some of them also attach email addresses to specific stories or editorials that run in the paper. If you need help finding the right person to send it to, consult your County Public Information Officer, or call the newspaper directly.

Letter to the Editor Guidelines

Letters to the Editor guidelines will also vary widely from publication to publication. Some require letters to be as short as 150 words, but some do allow longer submissions. Usually, you can find specific guidelines for a given newspaper under their “Letters to the Editor” page, or the “Contact Us” page. In all cases, Letters should be concise, use plain language and consider the audience. You may be able to include links to additional resources. Sign your name and use your title if appropriate. A letter from Barbara Smith might be used in the paper, but a letter from Barbara Smith, County Public Works Director, has a better chance.

Some papers allow you to submit a letter via simple email, either directly to an editor’s email address, or to a special “letters” email address set up for that purpose. Some papers require them to be submitted via a web-form. It may be helpful to follow up a web-form submission with another email directly to the Letters editor, explaining that you have already submitted a letter via their online process, and you are simply following up.

**For additional support on your media relations efforts, please contact public affairs staff:
Gregg Fishman, CSAC Communications Coordinator (916.327.7500 x516 or gfishman@counties.org)**

ATTACHMENTS

Attachment OneSelections from 2014 California Statewide
Local Streets and Roads Needs Assessment

Attachment TwoSample Letter to Your Legislator

Attachment Three.....CEAC Memo to CSAC on New
Transportation Revenues

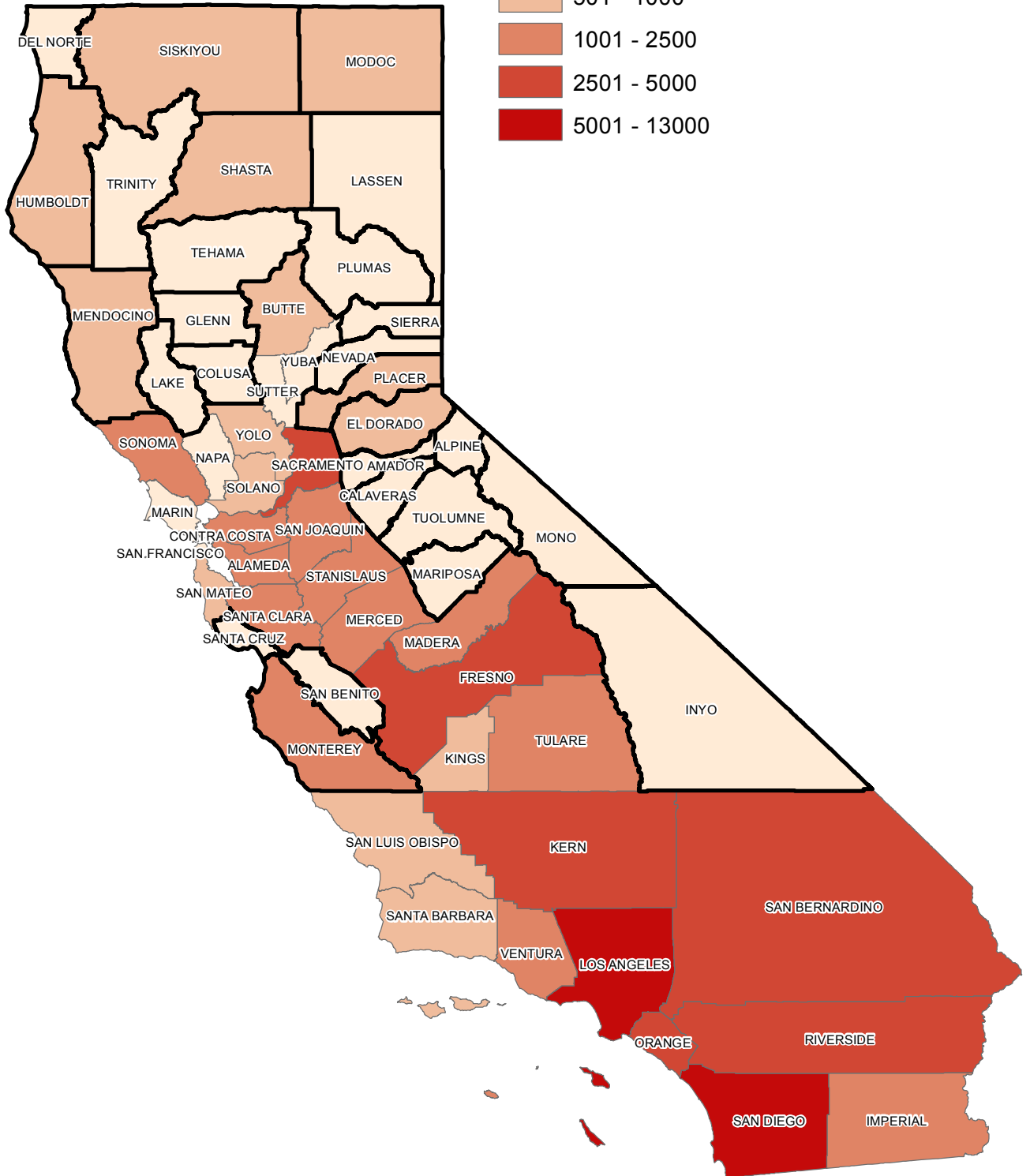
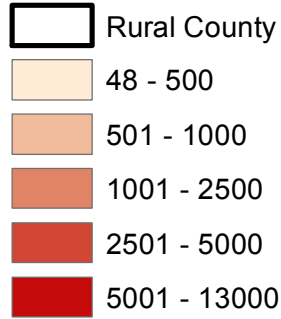
Attachment One
Selections from 2014 California Statewide Local Streets and Roads Needs
Assessment

Table C.1 Pavement Needs by County* (2014 \$)

County (Cities included)	Center Line Miles	Lane Miles	Area (sq. yd.)	2014 PCI	10 Year Needs (2014 \$M)
Alameda County	3,538.15	7,999.12	82,401,946	66	\$2,305
Alpine County	135.00	270.00	1,900,800	44	\$48
Amador County	477.96	958.12	6,485,201	33	\$383
Butte County	1,800.07	3,675.85	26,771,323	66	\$658
Calaveras County	716.98	1,332.66	8,937,332	51	\$374
Colusa County	986.70	1,523.51	12,503,304	62	\$317
Contra Costa County	3,376.49	7,047.81	63,500,917	68	\$1,577
Del Norte County	323.88	643.80	5,334,695	63	\$129
El Dorado County	1,252.70	2,508.40	21,671,673	63	\$635
Fresno County	6,195.51	12,679.92	106,057,018	69	\$2,572
Glenn County	910.42	1,821.73	13,917,626	68	\$354
Humboldt County	1,470.96	2,933.21	24,234,864	64	\$683
Imperial County	2,999.96	6,086.66	45,427,410	57	\$1,236
Inyo County	1,134.80	1,802.50	13,700,999	62	\$308
Kern County	5,026.42	11,648.11	103,132,477	64	\$2,927
Kings County	1,328.00	2,795.72	20,026,009	62	\$598
Lake County	752.70	1,494.45	9,997,345	40	\$436
Lassen County	431.41	878.80	6,282,324	66	\$186
Los Angeles County	21,329.61	57,629.56	459,830,656	66	\$12,971
Madera County	1,822.44	3,680.41	23,490,290	47	\$1,019
Marin County	1,021.14	2,055.14	17,166,574	63	\$488
Mariposa County	1,122.00	561.00	3,949,440	44	\$150
Mendocino County	1,124.43	2,255.81	16,004,034	35	\$625
Merced County	2,330.00	4,954.00	37,182,870	58	\$1,224
Modoc County	1,491.48	2,982.97	17,545,534	46	\$566
Mono County	727.38	1,453.39	10,071,369	67	\$147
Monterey County	1,779.28	3,725.79	33,599,361	50	\$1,389
Napa County	725.80	1,507.56	12,896,309	59	\$429
Nevada County	802.04	1,616.70	10,370,868	71	\$234
Orange County	6,600.63	16,808.28	150,276,239	77	\$2,725
Placer County	1,986.35	4,194.49	34,182,680	69	\$799
Plumas County	703.90	1,408.60	11,409,902	64	\$225
Riverside County	7,560.55	16,834.63	149,403,177	70	\$3,551
Sacramento County	5,053.22	11,284.73	95,918,441	62	\$2,939
San Benito County	452.32	916.23	5,951,814	48	\$261
San Bernardino County	9,106.58	22,249.14	181,002,241	71	\$ 4,103
San Diego County	7,813.98	18,596.42	170,696,012	66	\$5,016

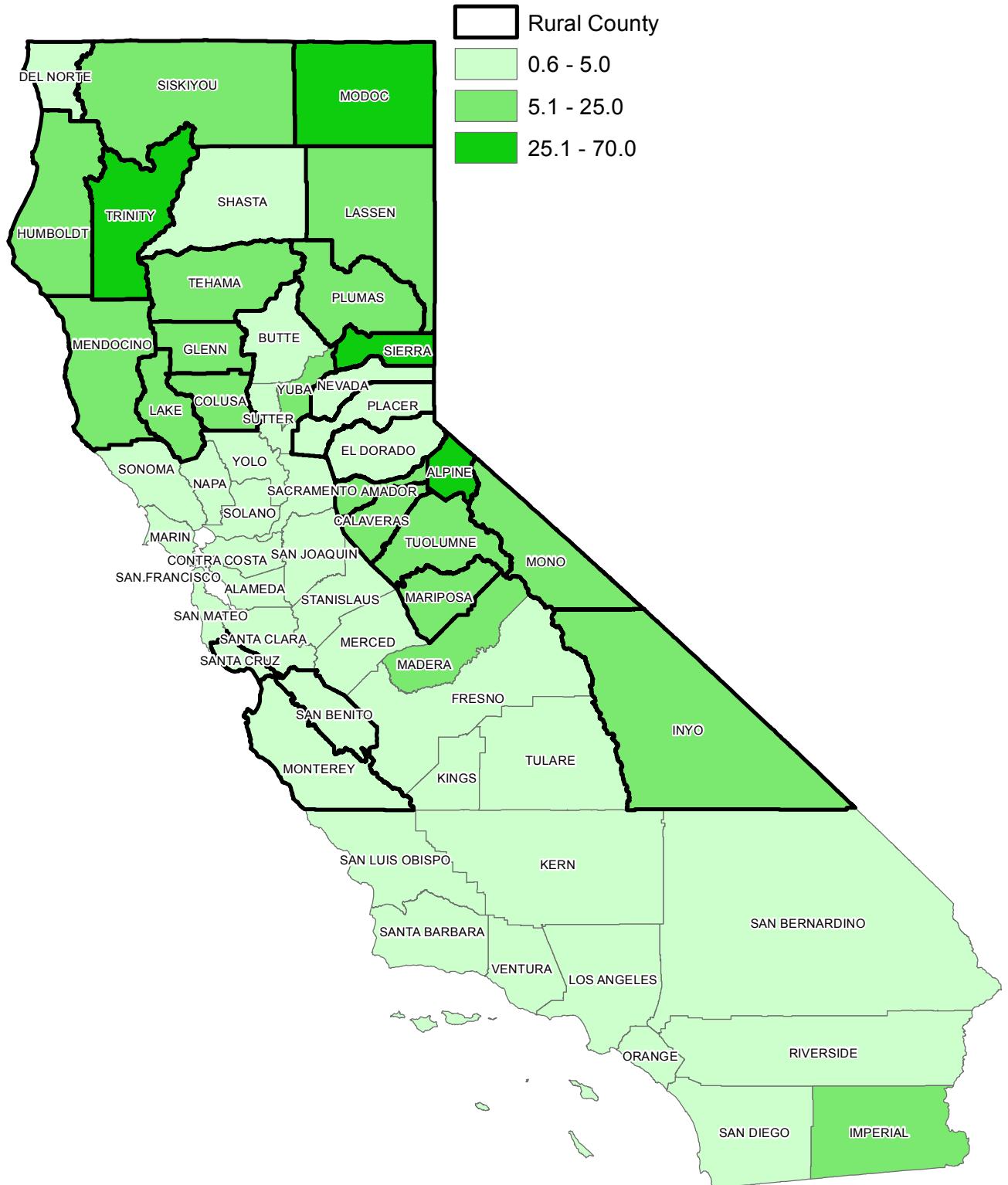
County (Cities included)	Center Line Miles	Lane Miles	Area (sq. yd.)	2014 PCI	10 Year Needs (2014 \$M)
San Francisco County	989.00	2,135.00	17,758,676	66	\$473
San Joaquin County	3,287.78	6,806.76	60,571,515	73	\$1,245
San Luis Obispo County	1,965.93	4,078.93	32,385,537	64	\$887
San Mateo County	1,864.70	3,904.15	33,272,016	70	\$769
Santa Barbara County	1,587.32	3,375.52	30,610,681	66	\$852
Santa Clara County	4,172.80	9,431.15	92,436,719	68	\$2,314
Santa Cruz County	873.65	1,790.15	14,190,207	57	\$480
Shasta County	1,686.97	3,479.08	26,243,076	60	\$799
Sierra County	398.20	798.65	3,669,765	45	\$116
Siskiyou County	1,519.15	3,049.62	20,519,624	57	\$604
Solano County	1,699.55	3,582.19	27,706,938	65	\$744
Sonoma County	2,371.17	4,922.58	39,557,359	52	\$1,540
Stanislaus County	2,916.30	6,031.63	53,459,748	55	\$2,044
Sutter County	981.51	2,010.93	15,199,498	65	\$385
Tehama County	1,197.49	2,400.88	15,834,143	62	\$437
Trinity County	692.97	1,113.86	11,757,354	60	\$352
Tulare County	3,937.17	8,132.39	60,195,390	68	\$1,482
Tuolumne County	552.70	1,115.65	8,200,702	47	\$369
Ventura County	2,512.86	5,530.08	50,382,156	70	\$1,211
Yolo County	1,328.40	2,457.72	21,290,870	60	\$655
Yuba County	724.40	1,504.26	12,862,583	60	\$404
California	143,671	320,466	2,661,335,629	66	\$72,746
* Includes Cities within County					

10-Year Pavement Needs by County (\$M)

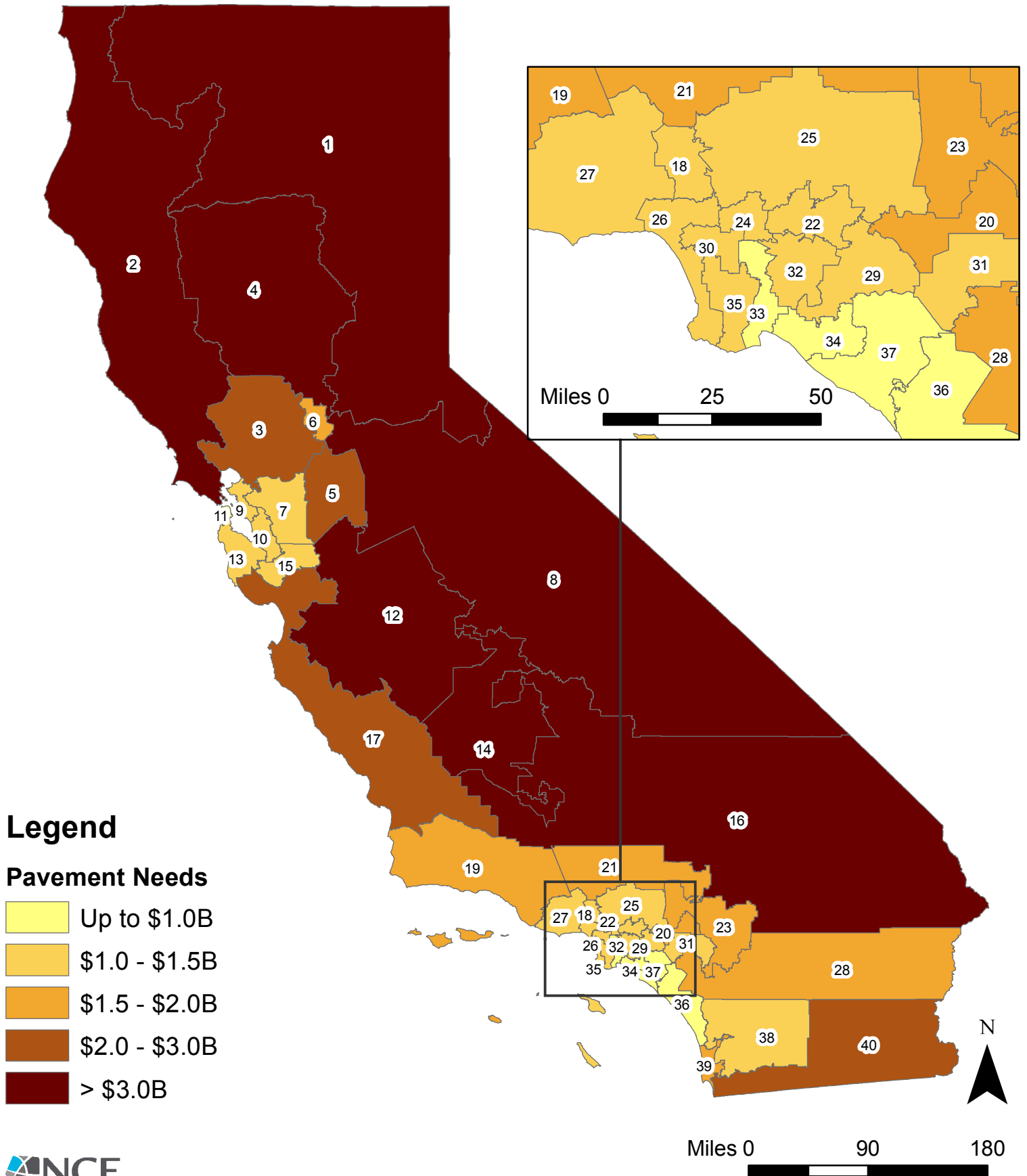




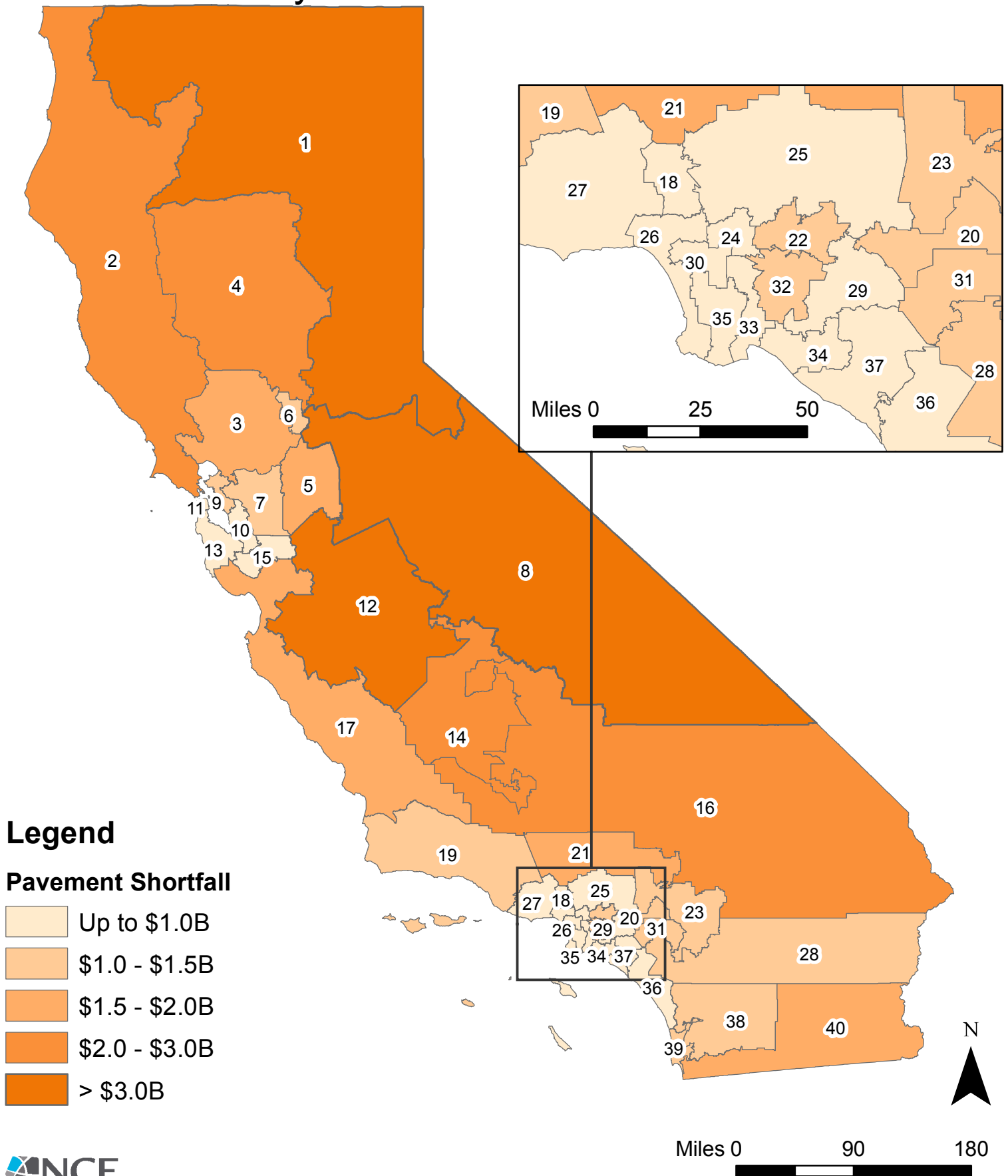
Pavement Needs/Population by County (\$M per 1000 capita)



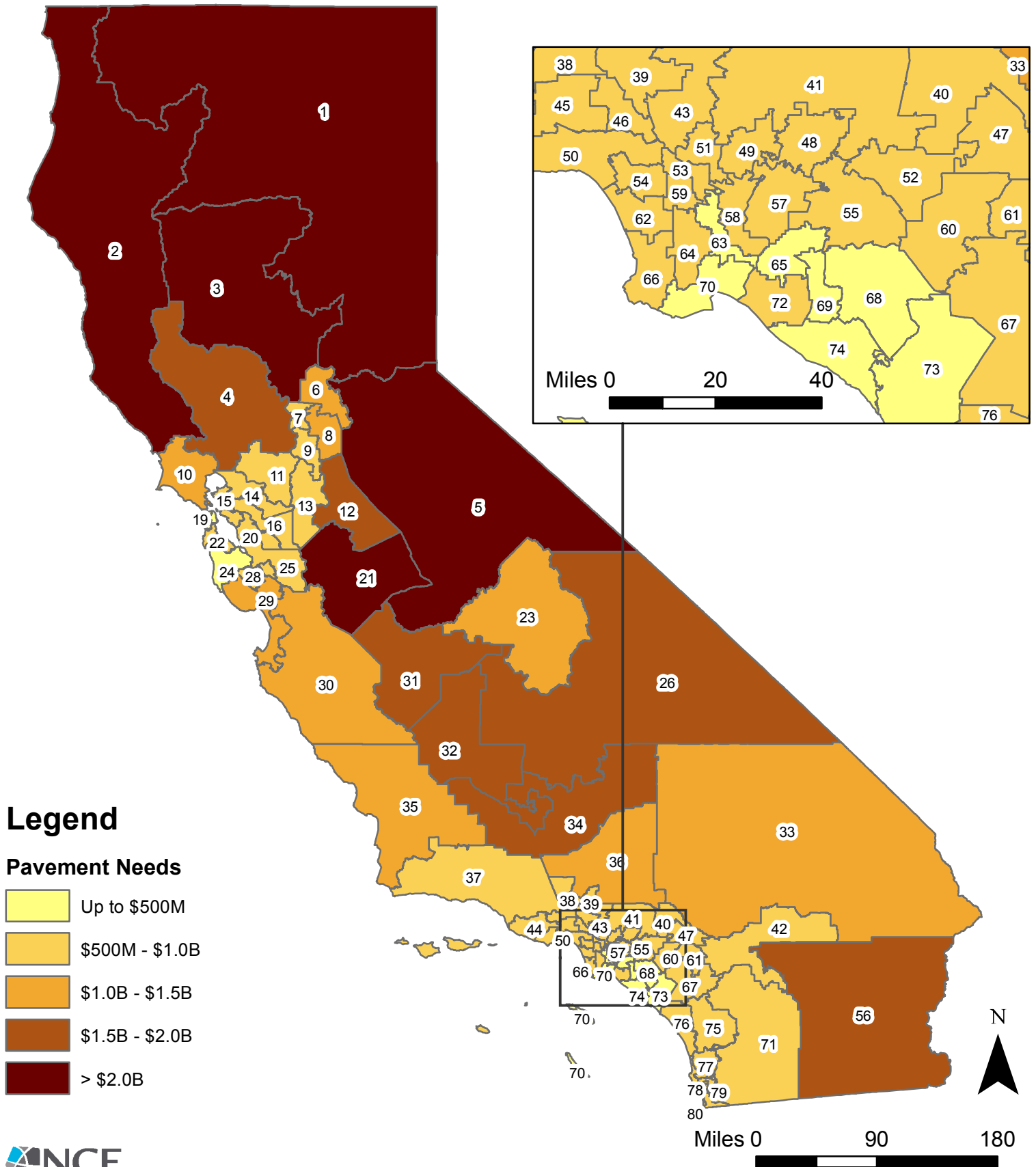
Pavement Funding Needs by State Senate District



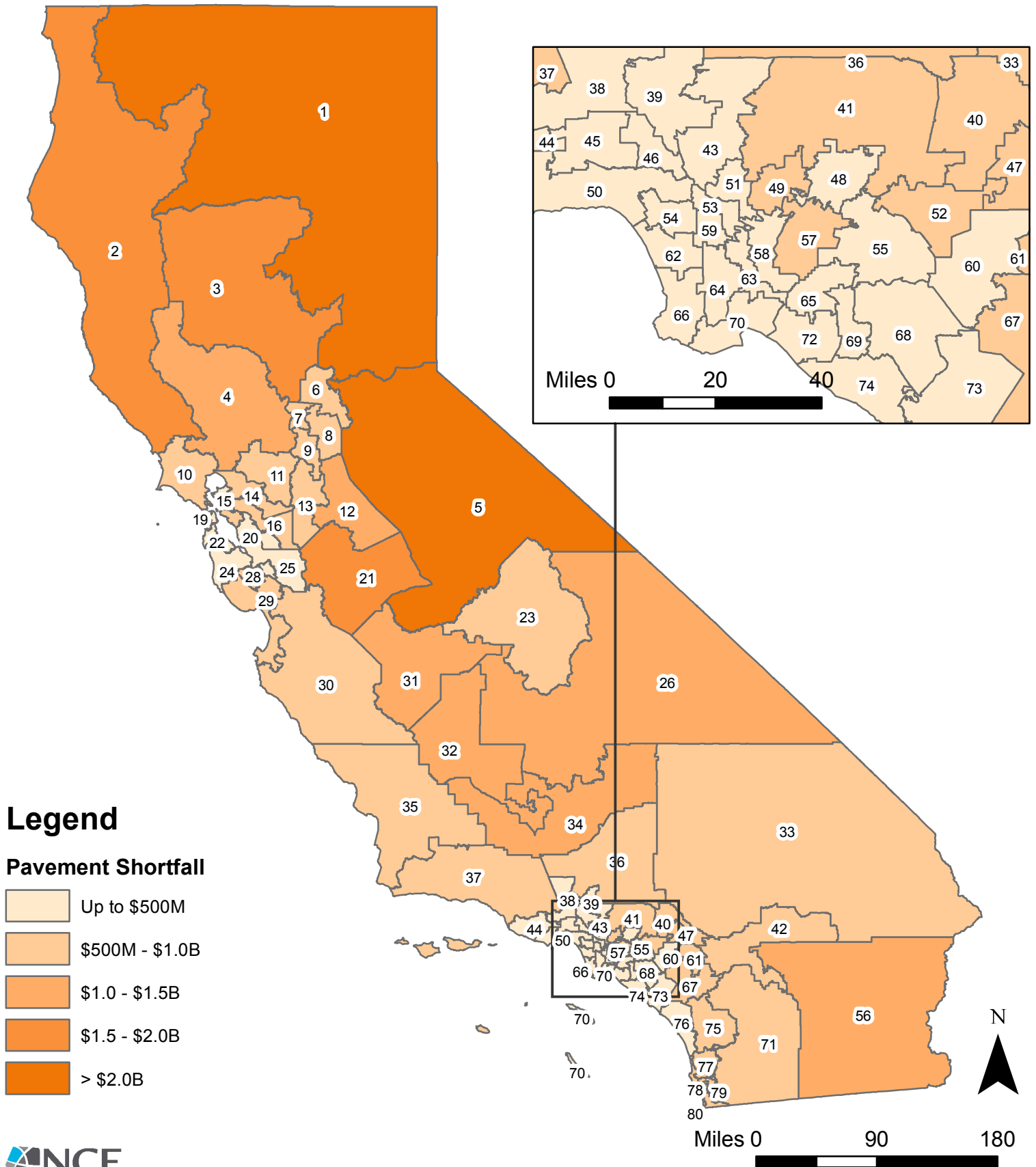
Pavement Funding Shortfall by State Senate District



Pavement Funding Needs by State Assembly District



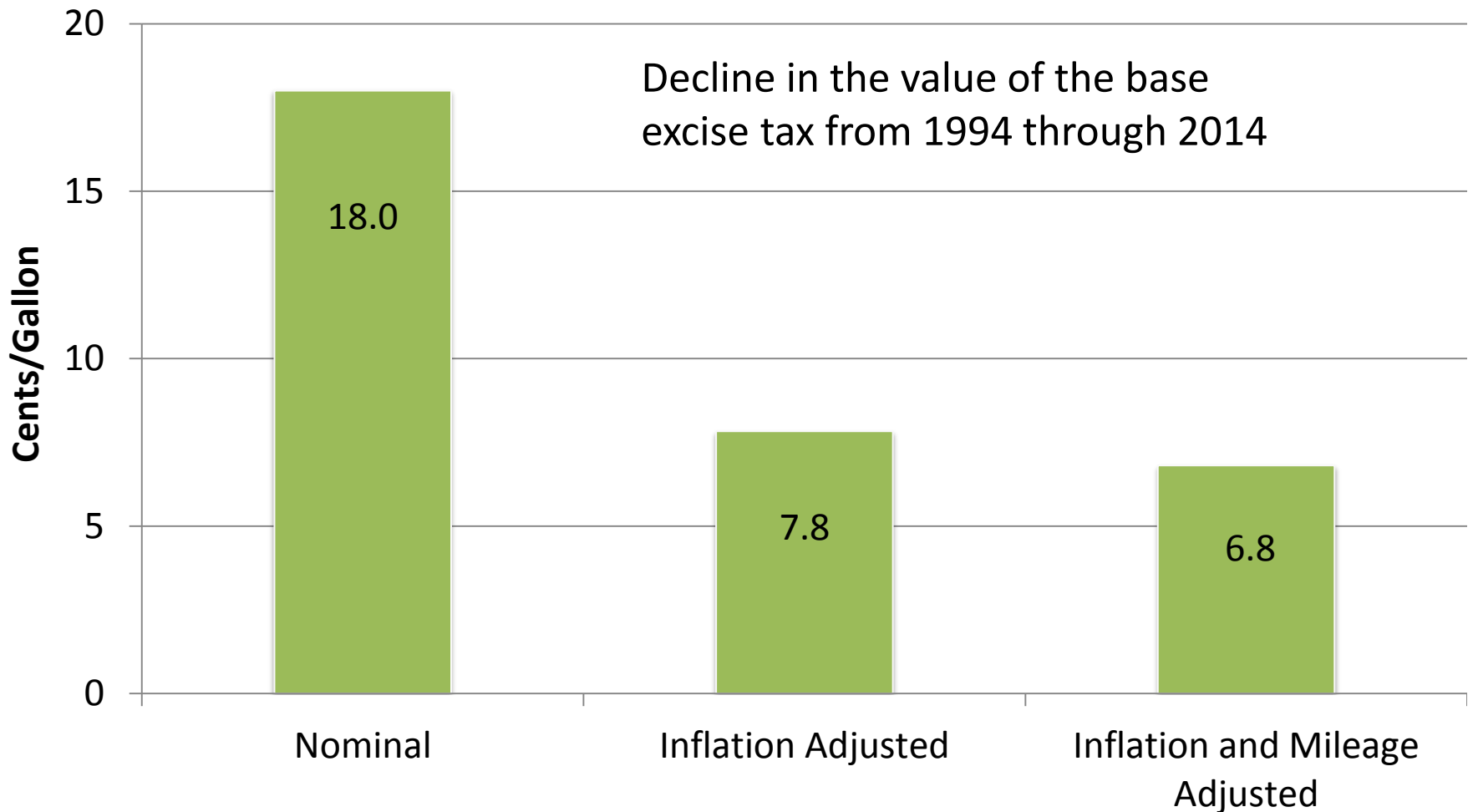
Pavement Funding Shortfall by State Assembly District



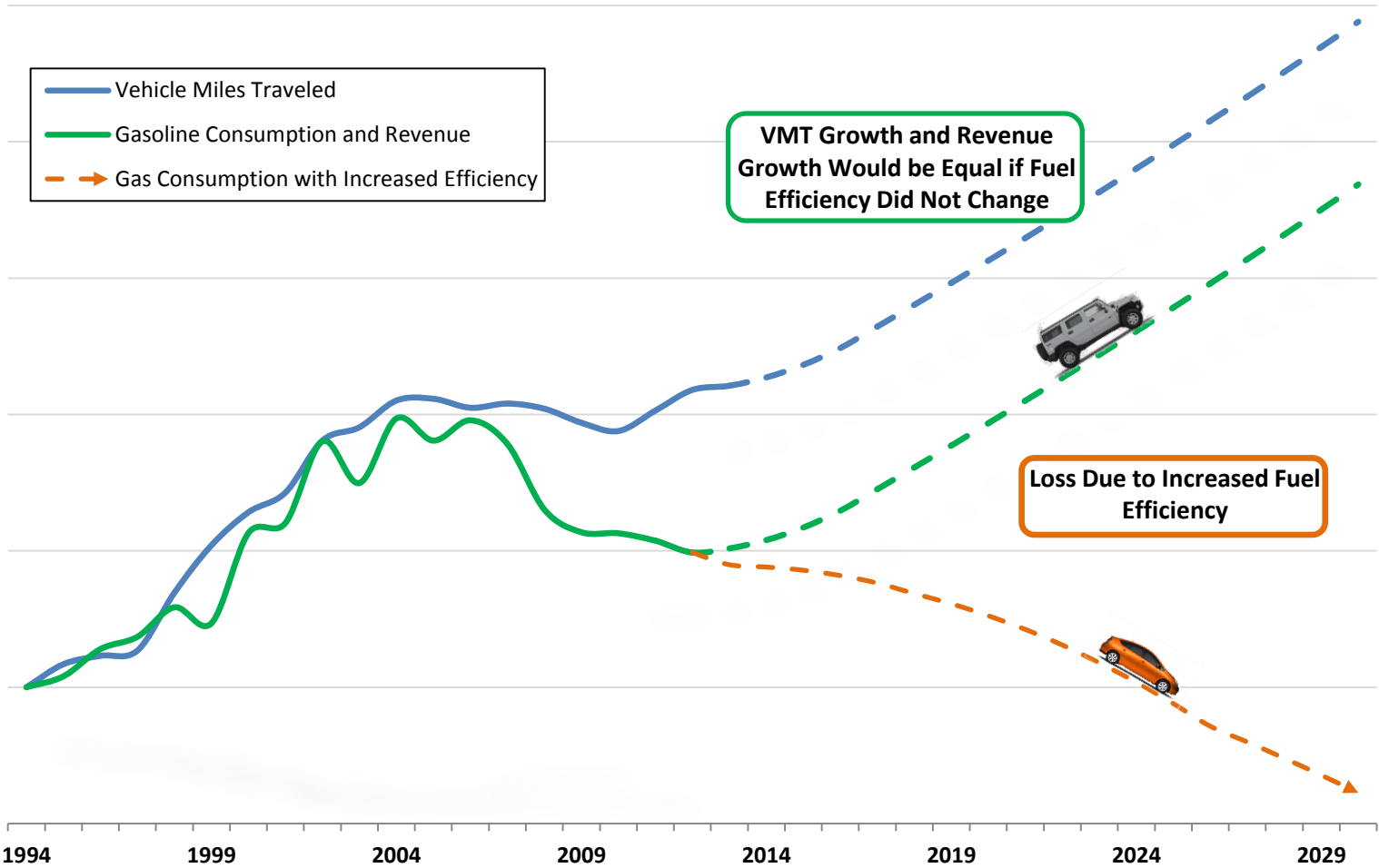
What Are Funding Shortfalls?

Transportation Asset	10 Year Needs (2014 \$B)	Funding	Shortfall
Pavements	\$72.7	\$16.6	\$ (56.1)
Essential Components	\$31.0	\$10.1	\$ (20.9)
Bridges	\$4.3	\$3.0	\$ (1.3)
Totals	\$108.0	\$29.7	\$ (78.3)

What is the 18-cent Gas Tax Worth Today?

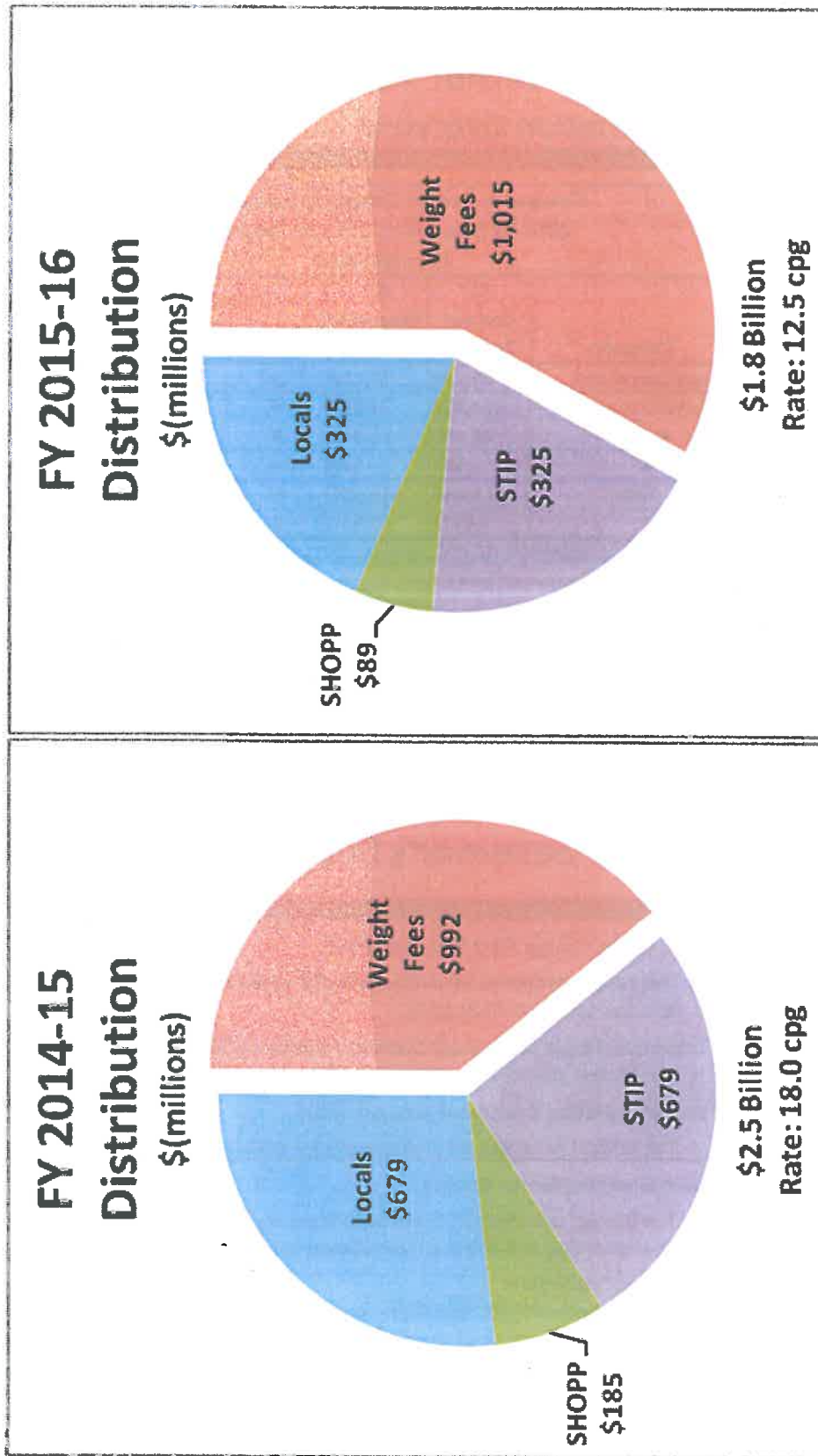


Revenue Loss Due to Increases in Fuel Economy



Price-Based Excise Tax Comparison

Estimated based on Governor's Budget



Note: Does not include \$91 million in revenue associated with Off-Highway use.

Attachment Two
Sample Letter to Your Legislator

Sample Letter to Your Legislator

The Honorable [Assembly Member or Senator's name]
Member, California State [Assembly or Senate]
State Capitol, Room [Number]
Sacramento, CA 95814

Dear [Assembly Member or Senator]:

On behalf of the [County of XXX], I write to urge you to take action to avert the looming transportation crisis in the State of California and your district by working to find a bipartisan solution in 2015.

California has more than 50,000 miles of state highways, 143,000 local streets and roads, and 24,000 bridges. In [XXX County] alone, we own and operate [XX] miles of roads and [XX] bridges. California's economic vitality and the mobility of all Californians both depend upon a first-class, multi-modal transportation network. In spite of this fact, the stagnant level of investment into our shared transportation infrastructure has resulted in significant unmet maintenance and rehabilitation needs on both the state and local transportation systems.

The 2014 California Statewide Local Streets and Roads Needs Assessment Report found that counties and cities are short \$79.3 billion over the next 10 years just to bring the system into a state of good repair, which would minimize future maintenance costs. In [XXX County], we need [XX] in additional revenues to address our failing local infrastructure. This includes bike lanes and sidewalks that are critical to active transportation options. California's transit operators also rely on local streets and roads as their primary right-of-way. The state highway system is also facing \$59 billion in deferred maintenance costs over the next decade.

The primary sources of revenue to maintain, preserve, repair, and rehabilitate highways and local roads and bridges are state and federal gasoline excise taxes (gas taxes). Neither the state nor federal gas tax has been increased in more than 20 years. Both gas taxes are not adjusted for inflation or increases in the cost of construction. Increases in fuel efficiency, which is critical to reduce costs to motorists and meet our environmental goals, means that vehicles are travelling more yet paying less for use of the transportation system. Making matters even worse, the recent short-lived decline in the price of gas, while good for consumer pocketbooks, will result in a year-to-year reduction of \$885 million in transportation revenues.

The California Transportation Commission is currently studying alternatives to the state gas tax such as a road user charge that would more accurately charge drivers for their use of the system, but the results of that study are years away. That is why the [XXX County] is asking you to take bold action this year to find new interim funding solutions to begin to make much needed improvements in the transportation system. The California State Association of Counties is recommending that the Legislature and Governor agree on a funding plan that returns existing revenues to transportation (through repayment of \$1 billion in outstanding loans and an end to the diversion of gas tax swap revenues related to vehicles that do not use public roadways) and creates new revenues through a variety of means, such as an increase in the gas tax and/or a new vehicle registration or license fee.

The bottom line is that the longer we wait to address our failing transportation infrastructure, the more it will cost in the long run. We need an immediate funding solution in 2015 to ensure the problem doesn't

get worse and to bridge the funding gap while California considers whether to implement longer-term options to replace the gas tax.

Sincerely,

*cc: The Honorable Edmund G. Brown Jr., Governor, State of California
The Honorable Kevin de Leon, President Pro Tem, California State Senate
The Honorable Bob Huff, Minority Leader, California State Senate
The Honorable Toni Atkins, Speaker, California State Assembly
The Honorable Kristin Olsen, Minority Leader, California State Assembly*

Attachment Three
CEAC Memo to CSAC on New Transportation Revenues



1100 K Street
Suite 101
Sacramento
California
95814

Telephone
916.327-7500

Facsimile
916.441.5507

May 31, 2012

To: CSAC Housing, Land Use, and Transportation Policy Committee

From: Mike Penrose, Chair, CEAC Transportation Committee
DeAnn Baker, CSAC Senior Legislative Representative
Kiana Buss, CSAC Senior Legislative Analyst

Re: Recommendations for New Transportation Revenues

Background

During the CSAC Housing, Land Use, and Transportation Policy Committee (HLT Committee) meeting in November 2011, after a presentation on the California Transportation Commissions' Statewide Transportation System Needs Assessment Report (CTC Report), Chair, Supervisor Efren Carrillo (Sonoma County), directed staff to develop a list of revenue options for the HLT Committee to consider to address California's enormous and still growing needs on the transportation network. As reported to the HLT Committee, the CTC Report found that the total cost of system preservation, system management, and system expansion over a ten-year period in California is roughly \$536.2 billion. With a total estimated revenue of \$242.4 billion over the same period, Californians are facing a \$293.8 billion shortfall in order to bring the transportation network into a state of good repair and maintain it in that condition into the future.

CSAC staff has worked with the County Engineers Association of California (CEAC) to develop a list of possible revenue sources for new transportation funding. In addition to developing the list of possible revenue sources, the CEAC Transportation Committee developed a set of principles for evaluating each possible revenue stream to see how well each option fits within existing CSAC policy and the goals of the HLT Committee and Association as a whole. Staff has also listed the major pros and cons related to each possible revenue stream.

After an in-depth discussion on eleven various revenue options, CEAC agreed that four in particular were the most appropriate to fund the transportation needs that are most important to counties (i.e. local streets and roads, state system, and transit). They are listed in alphabetical order and do not reflect any sense of priority.

Principles

- I. Unified Statewide Solution. All transportation stakeholders must stand united in the search for new revenues. Any new revenues should address the needs of the entire statewide transportation network.
- II. Equity. New revenues should be distributed in an equitable manner, benefiting both the north and south and urban, suburban, and rural areas alike.

- III. System Preservation. Given the substantial needs for all modes of transportation, a significant portion of new revenues should be focused on system preservation. Once the system has been brought to a state of good repair (the most cost effective condition to maintain the transportation network), revenues for maintenance of the system would be reduced to a level that enables sufficient recurring maintenance.
- IV. All Users Based System. New revenues should be borne by all users of the system from the traditional personal vehicle that relies solely on gasoline, to those with new hybrid or electric technology, to commercial vehicles moving goods in the state, and even transit, bicyclists, and pedestrians who also benefit from the use of an integrated transportation network.
- V. Alternative Funding Mechanisms. Given that new technologies continue to improve the efficiency of many types of transportation methods, transportation stakeholders must be open to new alternative funding mechanisms. Further, the goal of reducing greenhouse gases is also expected to affect vehicle miles traveled, thus further reduce gasoline consumption and revenue from the existing gas tax. The existing user based fee, such as the base \$0.18-cent gas tax is a declining revenue source. Collectively, we must have the political will to push for sustainable transportation revenues.

Local Streets and Roads Revenue Options

- I. Gas Tax Increase and Indexing. Increase the excise tax on gasoline and/or index the new revenues along with the base \$0.18-cent gas tax to keep pace with inflation. Another option is to just index the existing \$0.18 base portion of the gasoline tax. Per every one-cent gas tax increase, approximately \$150 million is generated. The California Statewide Local Streets and Roads Needs Assessment Report identified a \$79.9 billion shortfall over the next ten years or an \$8 billion annual need just to address the preservation of the local street and road system. Thus, this equates to a 56-cent gas tax increase just to meet local system preservation needs.

Pros	Cons
User-based fee; pay at the pump to use the system	Declining revenue stream – vehicles are more efficient, hybrid and electric technology, less consumption. Further, greenhouse gas reduction goals strive to reduce vehicle miles traveled, less consumption
Indexing makes the tax sustainable by keeping pace with the cost of living and construction costs	

Tax payers pay over time, not in a lump-sum	
---	--

- II. Sales Tax on Gasoline Options. Reinstate the sales tax on gasoline and/or reduce the voter threshold for the imposition of local sales tax measures for transportation purposes. The two options could be implemented individually or together as a package of changes to the sales tax on gas. The sales tax on gasoline would have generated approximately \$2.8 billion in FY 2012-13 if it were still in place. If shared between the State, transit, and cities in the same manner as the previous sales tax, it would generate \$560 million for counties in the same fiscal year. Regarding the local sales tax option, the self-help counties coalition estimates another 15-17 counties could pass local measures with a reduction to a 55% voter threshold.

Pros	Cons
Increasing revenue stream; generates more revenues as the price of gas increases	Unlikely to have support from the Legislature and Governor given the transportation tax swap and 2012 November ballot initiatives
Tax payers pay over time, not in a lump-sum	Also effected by reduced consumption
	Political viability since Prop 42 was passed by the voters to direct sales taxes on gasoline to transportation and was then replaced with the new HUTA by the Legislature in the swap

- III. Transportation System User Fee. Institute a one-percent annual vehicle registration fee based on the value of a vehicle and dedicate revenues to transportation. Research indicates 27 million vehicles would be subject to the fee. Funds would be distributed in the same manner of the old sales tax, 40% to counties and cities, 40% state highways, and 20% transit. The fee would generate \$2.7-\$3 billion annually, which would provide counties \$540-600 million. The Transportation System User Fee is especially intriguing as Transportation California, representing business, construction, and labor groups, has already drafted a proposal and is undertaking an education and outreach campaign to build support for a near-term ballot measure.

Pros	Cons
New idea; different from conventional sales tax or gas tax proposals	Annual fee so taxpayers feel the burden all at once

Sustainable; captures revenues from all vehicle operators of the road system including operators of electric vehicles and other alternative fuel vehicles	A fee based on value of a vehicle is close to VLF, which can be a hot button issue, voters react to it, i.e. Schwarzenegger reducing the VLF and taking over as Governor
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- IV. Vehicle Miles Traveled Fee. Institute a fee based on a vehicle miles traveled per registered vehicle, personal and/or commercial. This could require GPS tracking devices to be installed in vehicles or perhaps reporting on a quarterly, semi-annually, or an annual basis to the State on the total number of miles driven per registered vehicle. It is unclear how much such a tax would need to be set at to generate the funds necessary to address California's transportation revenue shortfalls. In 2010, there was 327 million vehicle miles traveled in the state.

Pros	Cons
User based revenue; pay to use the system	Concerns about privacy rights related to a GPS tracking device
Can link fee to peak driving times like congestion pricing on toll roads	It is a potentially declining revenue source as greenhouse gas reduction goals attempt to reduce VMTs
	Implementation would be significant given there isn't the same or similar process already set up

The CEAC Transportation Committee also considered the following revenues possibilities but did not conclude that these options were as viable or sustainable or otherwise did not meet the overarching principles:

- Weight Fee Increase
- Regional Fee
- Local Fee
- Public-Private Partnerships
- Infrastructure Bank
- Toll Roads
- Congestion Pricing

Recommendation.

Again, the four aforementioned revenue options appear to be the most viable and sustainable opportunities for increased revenues to address the significant funding shortfalls for transportation in California. The CEAC Transportation Committee recommends that the HLT Committee take action to recommend that the CSAC Board of Directors support these options to fund our transportation needs. Policy direction should be broad enough to allow CSAC to support any of the options that meet our overall policy goals.

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

April 21, 2015

Senator Carol Liu, Chair
Senate Education Committee
State Capitol, Room 2083
Sacramento, CA 95814

Subject: SUPPORT SB 313 Galgiani
Senate Education Committee – April 22, 2015

Dear Senator Liu:

On behalf of the Contra Costa County Board of Supervisors, I am writing to inform you of the County's support for Senate Bill 313 (Galgiani). Senate Bill 313 (hereafter SB 313) would bring much needed improvement to the coordination between the school districts and local land use agencies in the development of school sites.

As you are aware from our March 31, 2015 letter to you and Senator Block regarding the February 18, 2015 Joint Informational Hearing on the K-12 School Facility Program, we believe that current school siting practices are in direct conflict with a wide range of local and state policies. Policies related to safe routes to school, complete streets, greenhouse gas reduction, health in all policies, preservation of agricultural land, etc. are all compromised by current school siting practices.

SB 313 helps to address this glaring inconsistency in state policy. We respectfully request your support for the bill when it is heard in your committee on Wednesday, April 22, 2015.

Sincerely,

John M. Gioia, Chair
Contra Costa County Board of Supervisors
Supervisor, District I

C: Honorable Members of the Contra Costa County State Legislative Delegation
Honorable Members, Senate Education Committee
Honorable Cathleen Galgiani

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

**Contra
Costa
County**

David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

March 31, 2015

Senator Marty Block, Co-Chair
Education and Budget and Fiscal Review
Subcommittee No. 1 on Education.
State Capitol, Room 5019
Sacramento, CA 95814

Senator Carol Liu, Co-Chair
Education and Budget and Fiscal Review
Subcommittee No. 1 on Education.
State Capitol, Room 2083
Sacramento, CA 95814

Subject: February 18, 2015 Joint Informational Hearing: K-12 School Facility Program: History, Current Status, and Future Options.

Dear Senator Block and Senator Liu:

The Contra Costa County Board of Supervisors is writing to thank you for convening the recent Joint Informational Hearing on the K-12 School Facility Program. We appreciate the testimony provided by Mr. Bill Savidge, Assistant Executive Officer of the State Allocation Board. We agree with Mr. Savidge regarding the need to increase bicycle and pedestrian safety in school areas and that school construction should not be driving sprawl. These issues have been a concern of Contra Costa County for some time.

We have been attempting to communicate our concerns to state and local staff regarding school siting policies and practices. In very short summary:

- 1) Our experience is that State staff generally believes it is the responsibility of local jurisdictions to ensure the development of well-sited and safe schools. In contrast, local school district representatives generally believe they merely follow State policies relative to siting and design.
- 2) The State has produced several planning documents that substantiate the safety and land use concerns of the County and Mr. Savidge, (these documents were referred to in the February 18 Joint Hearing materials). However, when discussing the issue with State staff, there is often no acknowledgement of any problem with school siting practices.

This gap in responsibility and lack of acknowledgement of a problem has resulted in schools being developed that are inconsistent with state and local policies relative to safe routes to school, public health, climate change principles and orderly land development. Careful attention should be paid to ensure that this gap does not ultimately compromise any mechanism that is put in place to address issues with school siting and safety.

The County acknowledges that most school facilities are well-sited and designed with accommodation for safe, multi-modal access. The County further acknowledges that the school facilities program must be able to deliver sites in an expeditious, predictable manner. **However, a policy which assigns clear responsibility for confirming that schools are designed for safe access and consistent with other applicable policies is greatly needed.**

Please find attached the County's draft white paper, the *California School Siting and Safety Initiative*, which we are using during outreach efforts on this issue. The white paper identifies issues of concern and contains a discussion of potential policy solutions. Also attached find our previous communication to Superintendent Torlakson which expands on our concerns summarized above.

The Board of Supervisors appreciates your attention to this matter. We look forward to reviewing any proposal the State has in order to address the aforementioned issues.

Sincerely,



John M. Gioia, Chair
Contra Costa County Board of Supervisors
Supervisor, District I

C: Contra Costa County State Legislative Delegation
Assembly Member Susan Bonilla, Member – State Allocation Board
Assembly Member Patrick O'Donnell, Chair – Assembly Committee on Education
Bill Savidge, SAB Assistant Executive Officer

Enclosures (2)

Vision Zero Network Launches To Advance Safe Streets

By PR Newswire | 04/08/15 - 12:00 PM EDT

OAKLAND, Calif., April 8, 2015 /PRNewswire/ -- Recognizing that the safety of streets and sidewalks go hand in hand with encouraging physical activity, Kaiser Permanente announced support for the Vision Zero Network, a newly formed collaborative aimed at ensuring all people have safe and healthy ways to move around their communities.



Vision Zero is a strategy emerging across the United States to eliminate traffic fatalities and injuries — particularly for those walking and bicycling.

The Network will bring together leaders in public health, traffic engineering, police, policy and advocacy to develop and share winning strategies to make Vision Zero a reality — strategies such as managing speed, redesigning streets, leading behavior change campaigns and traffic enforcement.

"Kaiser Permanente wants more people to engage in physical activity, such as walking and biking, and to build that activity into their daily routine," said Tyler Norris, vice president, Total Health Partnerships, Kaiser Permanente. "But assuring access to safe streets and environments is critical to support them to be more active in the communities where they live, work and go to school."

First launched in Sweden in the 1990s and proving successful across Europe, Vision Zero is building momentum in major U.S. cities, including San Francisco, Washington D.C., Portland, Seattle and New York, with additional cities considering action.

Studies show that many American city streets are dangerous by design. Nationally, 15 percent of traffic fatalities are amongst people walking or biking, and the majority of these tragedies occur in urban areas. In America, on average, someone is killed while walking every two hours, or injured every eight minutes in a traffic accident.

Research also shows that minorities, children, the elderly and individuals in low-income urban areas disproportionately suffer from pedestrian deaths.

"For too long, in too many communities, our transportation systems have been out of sync with our priorities for improved health, sustainability, equity and economic well-being," said Leah Shahum, director, Vision Zero Network. "Recognizing that we can and must do more to ensure our citizens' right to safe mobility, leaders at the local level are mobilizing for Vision Zero, building the momentum from the ground up to transform their streets and sidewalks into safe spaces for all. We want to help them succeed."

The Vision Zero Network received a three-year grant from the Kaiser Permanente National Community Benefit Fund at the East Bay Community Foundation. Four years ago, Kaiser Permanente catalyzed — and continues to lead — a national conversation about the benefits of walking, physical activity and active transportation.

The Vision Zero Network is a fiscally sponsored project of Community Initiatives. To learn more the Vision Zero Network, visit visionzeronetwork.org.

About Kaiser Permanente

Kaiser Permanente is committed to helping shape the future of health care. We are recognized as one of America's leading health care providers and not-for-profit health plans. Founded in 1945, Kaiser Permanente has a mission to provide high-quality, affordable health care services and to improve the health of our members and the communities we serve. We currently serve approximately 9.6 million members in eight states and the District of Columbia. Care for members and patients is focused on their total health and guided by their personal physicians, specialists and team of caregivers. Our expert and caring medical teams are empowered and supported by industry-leading technology advances and tools for health promotion, disease prevention, state-of-the-art care delivery and world-class chronic disease management. Kaiser Permanente is dedicated to care innovations, clinical research, health education and the support of community health. For more information, go to: kp.org/share.

Kaiser Permanente media contact: Catherine Brozena, 510-325-5453 Vision Zero media contact: Leah Shahum, 415-269-4170

Logo - <http://photos.prnewswire.com/pmh/20130718/SF49717LOGO>

To view the original version on PR Newswire, visit: <http://www.prnewswire.com/news-releases/vision-zero-network-launches-to-advance-safe-streets-300062522.html>

SOURCE Kaiser Permanente



United States Senate

WASHINGTON, DC 20510-0504

<http://feinstein.senate.gov>

April 22, 2015

The Honorable James Inhofe
Chairman
Environment and Public Works
205 Russell Senate Office Building
Washington, DC 20510

The Honorable Barbara Boxer
Ranking Member
Environment and Public Works
112 Hart Senate Office Building
Washington, DC 20510

Dear Chairman Inhofe and Ranking Member Boxer:

As the Committee on Environment and Public Works continues to craft a MAP-21 reauthorization bill, I urge you to ensure adequate funding for all bridges on Federal-aid highways. Changes under MAP-21 to eliminate the Highway Bridge Program in favor of performance-based funding were well-intentioned but have unfortunately left one category of bridges—locally-owned bridges that are on the Federal Aid Highway system—without a dedicated funding source.

As you know, bridges are a unique component of our nation's transportation system. Unlike a variety of road and pavement projects, many bridge projects entail complex design processes, necessitate long-term planning and procurement, and present unique construction challenges. Moreover, there is little room for error when it comes to bridge safety, as they must remain structurally sound in order to ensure that vehicles and motorists are secure.

Prior to MAP-21, all bridges were eligible for funding under the Highway Bridge Program. The 2012 Act eliminated the program, however, and shifted a majority of its funding to the National Highway Performance Program (NHPP). As a result, just 23 percent of the nation's bridges are eligible for assistance under the NHPP, as the program only supports bridge projects that are a part of the National Highway System. The remaining 77 percent of the nation's bridges, which includes both on- and off-system bridges that are owned by local

agencies, must rely on funding from the Surface Transportation Program (STP). Notably, STP receives less than half of the funding allocation of the NHPP, meaning local bridge projects must compete with other eligible projects for very limited funding.

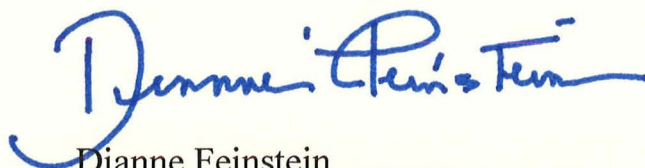
In California, nearly 28 percent of local bridges are either structurally deficient or functionally obsolete, meaning these structures are in poor condition due to deterioration and damage or were built to standards that are not used today. In some counties, the percentage of local bridges that are in need of rehabilitation or replacement exceeds 50 percent. It is in the national interest to resolve this backlog and maintain these bridges in a state of good repair moving forward. While the State of California and its local governments have placed an emphasis on financing these projects, there is an estimated shortfall of \$1.3 billion to maintain the safety and integrity of the bridge infrastructure.

Moreover, over half of California's local bridges are located on Federal-aid highways. Unlike off-system bridges, which receive a special funding set-aside under MAP-21, on-system bridges do not have a dedicated federal funding source. These projects, therefore, must compete for limited dollars, meaning many essential on-system bridge projects are left shortchanged.

I encourage the Committee to find a solution for this disparity, either by setting aside funding for locally-owned on-system bridges, as has been done for off-system bridges, or better yet by significantly increasing the funding made available through the Surface Transportation Program.

Thank you for your consideration of this request. I look forward to continuing to work with you on this and other important issues as the Committee considers options for a new transportation bill.

Sincerely,



Dianne Feinstein
United States Senator



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 05/04/2015

Subject: REVIEW, REVISE as appropriate, and ADOPT the 2015 Calendar and the Committee Mailing List.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

REVIEW, REVISE as appropriate, and ADOPT the 2015 Calendar.

Referral Update:

The Committee should review and adopt the 2015 Draft TWIC Calendar.

Recommendation(s)/Next Step(s):

REVIEW, REVISE as appropriate, and ADOPT the 2015 Calendar.

Fiscal Impact (if any):

N/A

Attachments

2015 DRAFT Calendar



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Supervisor Candace Andersen, District II Chair
Supervisor Mary N. Piepho, District III, Vice Chair

DRAFT

2015 Meeting Schedule

DATE	ROOM	TIME
March 2	Room 101	1:00 to 3:00 p.m.
April 6	Room 101	1:00 to 3:00 p.m.
May 4	Room 101	1:00 to 3:00 p.m.
June 1	Room 101	1:00 to 3:00 p.m.
July 6	Room 101	1:00 to 3:00 p.m.
August 3	Room 101	1:00 to 3:00 p.m.
*September 8	Room 101	1:00 to 3:00 p.m.
October 5	Room 101	1:00 to 3:00 p.m.
November 2	Room 101	1:00 to 3:00 p.m.
December 7	Room 101	1:00 to 3:00 p.m.

*date changed for holiday observance

The Agenda Packets will be mailed out prior to the meeting dates.

For Additional Information Contact:

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