



## TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

June 1, 2015

1:00 P.M.

651 Pine Street, Room 101, Martinez

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

<b>Agenda Items:</b>	Items may be taken out of order based on the business of the day and preference of the Committee
--------------------------	---

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 May 4th, 2015 Transportation, Water and Infrastructure Committee Meeting.** (John Cunningham, Department of Conservation and Development)
5. **CONSIDER Report on Local, State and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development)
6. **ACCEPT staff report and AUTHORIZE the Public Works Director, on behalf of the County, to submit State and Regional grant applications for the Active Transportation Program (ATP), Cycle 2.**(Mary Halle, Department of Public Works)
7. **AUTHORIZE the Public Works Director, on behalf of the County, to submit grant applications to Caltrans for the Highway Safety Improvement Program (HSIP) Cycle 7 funding cycle.**(Angela Villar, Department of Public Works)
8. **AUTHORIZE the Public Works Director, on behalf of the County, to submit grant applications to the US Department of Transportation (DOT) for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program for the Vasco Road Safety Improvements Project - Phase 2 and the Kirker Pass Road Northbound Truck Lanes Project.** (Nancy Wein, Department of Public Works)

9. **RECEIVE update on Pedestrian-Rail Safety issues and DIRECT staff as appropriate.** (Robert Sarmiento, Department of Conservation and Development)
10. Adjourn
11. The next meeting is currently scheduled for Monday, July 6th at 1pm.

---

*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
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
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:** 06/01/2015

**Subject:** Administrative Items

**Department:** Conservation & Development

**Referral No.:** N/A

**Referral Name:** N/A

**Presenter:** John Cunningham, Senior Planner      **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:** 06/01/2015

**Subject:** REVIEW record of meeting for the May 4th, 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, Senior Planner      **Contact:** John Cunningham  
(925)674-7833

---

#### **Referral History:**

This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code.

#### **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.co.contra-costa.ca.us/twic](http://www.co.contra-costa.ca.us/twic)

#### **Recommendation(s)/Next Step(s):**

Staff recommends approval of the attached Record of Action for the May 4, 2015 Committee Meeting with any necessary corrections.

#### **Fiscal Impact (if any):**

N/A

---

#### **Attachments**

5-4-15 TWIC Meeting Minutes

5-4-15 TWIC Sign-In Sheet

HANDOUT 5-4-15 Meeting AB779

HANDOUT 5-4-15 Meeting 25% Conservation





## 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

Present: Candace Andersen, Chair  
Mary N. Piepho, Vice Chair

Attendees: John Wiggins, Environmental Health Div., CCCounty  
John Burgh, CC County Water District  
Tom Guarino, Governmental Relations, PG&E  
Michelle Blackwell, EBMUD  
Steve Kowaleski, CC County Public Works Dept.  
Julie Bueren, CC County Public Works Dept.  
Mark Seedall, CC County Water District  
Laura Case, Deputy Chief of Staff, Sup. Mitchoff  
Rick Kovar, CC County Office of Emergency Svcs  
Derek Shepard, CC County Office of Emergency Svcs  
Mary Halle, CC County Public Works Dept.  
Trevor McGuire, CC County Public Works Dept.  
John Cunningham, CC County DCD

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).  
  
*Tom Guarino of PG&E discussed streetlight LED conversion and meeting coordination.*
3. **Administrative Items, if applicable** (John Cunningham Department of Conservation and Development).
4. **Staff recommends approval of the attached Record of Action for the March 2, 2015 Committee Meeting with any necessary corrections.**  
  
*The Record of Action for the March 2, 2015 Transportation, Water and Infrastructure Committee (hereafter Committee) Meeting was unanimously approved.*
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.**  
  
*The Committee unanimously approved the recommendation.*
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.**  
  
*This item was continued to allow for additional research of alternatives.*

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.**

*The Committee directed staff to bring a consolidated report to the Board of Supervisors when comprehensive information is available.*

8. **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.**

*The Committee unanimously approved the recommendations.*

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

*The Committee unanimously approved the calendar.*

10. **The next meeting is currently scheduled for Monday, June 1, 2015, at 1pm.**

11. **Adjourn**

*This meeting adjourned on the afternoon of May 4, 2015.*

---

*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.*

---

STAFF MEMBER CONTACT

John Cunningham, Committee Staff



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
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
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)	TRANSPAC Transportation Partnership & Cooperation (Central)
EPA Environmental Protection Agency	TRANSPAC Transportation Planning Committee (East County)
FAA Federal Aviation Administration	TWIC Transportation, Water and Infrastructure Committee
FEMA Federal Emergency Management Agency	USACE United States Army Corps of Engineers
FTE Full Time Equivalent	WBE Women-Owned Business Enterprise
FY Fiscal Year	WCCTAC West Contra Costa Transportation Advisory Committee
GHAD Geologic Hazard Abatement District	WETA Water Emergency Transportation Authority
GIS Geographic Information System	WRDA Water Resources Development Act
HBRR Highway Bridge Replacement and Rehabilitation	

# Transportation, Water and Infrastructure Committee Meeting

May 4, 2015

## SIGN-IN SHEET

Name	Representing	Phone
John Wiggins	Co. Env. HEALTH	692-2570
John Burgh	CCWD	688-8024
Tom O'Grady	PGE	510-847-6154
Michelle Blackwell	EBMUD	570-287-2053
STEPHEN KOWALEWSKI	CCC PWD	925-313-2225
JULIE BURTON	CCC PWD	925-313-2201
Mark Seedell	CCWD	925 688-8119
Laure Case	Supervisor Mitchell	925-521-7102
Rick Kovar	CCC OES	925 313 9621
Derek Shepard	CCC OES	925-313-9624
Mary Hall	CCC PWD	313-2327
Trevor McGuire	CCC PWD	313-2166

AMENDED IN ASSEMBLY APRIL 14, 2015

AMENDED IN ASSEMBLY MARCH 26, 2015

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

## ASSEMBLY BILL

**No. 779**

---

**Introduced by Assembly Member Cristina Garcia**

February 25, 2015

---

An act to amend Section 21099 of the Public Resources Code, relating to environmental quality.

### LEGISLATIVE COUNSEL'S DIGEST

AB 779, as amended, Cristina Garcia. Environmental quality: transit priority areas.

~~(1) The~~

*The* California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report ~~(EIR)~~ on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, proposed revisions to the guidelines for the implementation of CEQA to establish criteria for determining the significance of

transportation impacts of projects within transit priority areas that, among other things, promote the reduction of greenhouse gas emissions.

~~This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. provide that the revised guidelines shall not be effective before July 1, 2017.~~

~~(2) CEQA provides that aesthetic and parking impacts of certain projects on an infill site within a transit priority area are not considered to be significant impacts on the environment.~~

~~This bill would additionally provide that an automobile delay impact, as described solely by the level of service or a similar measure of vehicular capacity or traffic congestion, is not a significant impact on the environment for those projects.~~

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

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

1     SECTION 1. Section 21099 of the Public Resources Code is  
2     amended to read:

3     21099. (a) For purposes of this section, the following terms  
4     mean the following:

5     (1) "Employment center project" means a project located on  
6     property zoned for commercial uses with a floor area ratio of no  
7     less than 0.75 and that is located within a transit priority area.

8     (2) "Floor area ratio" means the ratio of gross building area of  
9     the development, excluding structured parking areas, proposed for  
10    the project divided by the net lot area.

11    (3) "Gross building area" means the sum of all finished areas  
12    of all floors of a building included within the outside faces of its  
13    exterior walls.

14    (4) "Infill site" means a lot located within an urban area that  
15    has been previously developed, or on a vacant site where at least  
16    75 percent of the perimeter of the site adjoins, or is separated only  
17    by an improved public right-of-way from, parcels that are  
18    developed with qualified urban uses.

19    (5) "Lot" means all parcels utilized by the project.

20    (6) "Net lot area" means the area of a lot, excluding publicly  
21    dedicated land and private streets that meet local standards, and  
22    other public use areas as determined by the local land use authority.

1 (7) "Transit priority area" means an area within one-half mile  
2 of a major transit stop that is existing or planned, if the planned  
3 stop is scheduled to be completed within the planning horizon  
4 included in a Transportation Improvement Program adopted  
5 pursuant to Section 450.216 or 450.322 of Title 23 of the Code of  
6 Federal Regulations.

7 (b) (1) The Office of Planning and Research shall prepare,  
8 develop, and transmit to the Secretary of the Natural Resources  
9 Agency for certification and adoption proposed revisions to the  
10 guidelines adopted pursuant to Section 21083 establishing criteria  
11 for determining the significance of transportation impacts of  
12 projects within transit priority areas. Those criteria shall promote  
13 the reduction of greenhouse gas emissions, the development of  
14 multimodal transportation networks, and a diversity of land uses.  
15 In developing the criteria, the office shall recommend potential  
16 metrics to measure transportation impacts that may include, but  
17 are not limited to, vehicle miles traveled, vehicle miles traveled  
18 per capita, automobile trip generation rates, or automobile trips  
19 generated. The office may also establish criteria for models used  
20 to analyze transportation impacts to ensure the models are accurate,  
21 reliable, and consistent with the intent of this section.

22 (2) Upon certification of the guidelines by the Secretary of the  
23 Natural Resources Agency pursuant to this section, automobile  
24 delay, as described solely by level of service or similar measures  
25 of vehicular capacity or traffic congestion shall not be considered  
26 a significant impact on the environment pursuant to this division,  
27 except in locations specifically identified in the guidelines, if any.

28 (3) This subdivision does not relieve a public agency of the  
29 requirement to analyze a project's potentially significant  
30 transportation impacts related to air quality, noise, safety, or any  
31 other impact associated with transportation. The methodology  
32 established by these guidelines shall not create a presumption that  
33 a project will not result in significant impacts related to air quality,  
34 noise, safety, or any other impact associated with transportation.  
35 Notwithstanding the foregoing, the adequacy of parking for a  
36 project shall not support a finding of significance pursuant to this  
37 section.

38 (4) This subdivision does not preclude the application of local  
39 general plan policies, zoning codes, conditions of approval,

1 thresholds, or any other planning requirements pursuant to the  
2 police power or any other authority.

3 ~~(5) On or before July 1, 2014, the Office of Planning and~~  
4 ~~Research shall circulate a draft revision prepared pursuant to~~  
5 ~~paragraph (1).~~

6 *(5) The revised guidelines adopted pursuant to paragraph (1)*  
7 *shall not be effective before July 1, 2017.*

8 (c) (1) The Office of Planning and Research may adopt  
9 guidelines pursuant to Section 21083 establishing alternative  
10 metrics to the metrics used for traffic levels of service for  
11 transportation impacts outside transit priority areas. The alternative  
12 metrics may include the retention of traffic levels of service, where  
13 appropriate and as determined by the office.

14 (2) This subdivision shall not affect the standard of review that  
15 would apply to the new guidelines adopted pursuant to this section.

16 (d) (1) Aesthetic and parking impacts of a residential, mixed-use  
17 residential, or employment center project on an infill site within  
18 a transit priority area shall not be considered significant impacts  
19 on the environment.

20 (2) (A) This subdivision does not affect, change, or modify the  
21 authority of a lead agency to consider aesthetic impacts pursuant  
22 to local design review ordinances or other discretionary powers  
23 provided by other laws or policies.

24 (B) For the purposes of this subdivision, aesthetic impacts do  
25 not include impacts on historical or cultural resources.

26 (e) This section does not affect the authority of a public agency  
27 to establish or adopt thresholds of significance that are more  
28 protective of the environment.

29 ~~SECTION 1. Section 21099 of the Public Resources Code is~~  
30 ~~amended to read:~~

31 ~~21099. (a) For purposes of this section, the following terms~~  
32 ~~mean the following:~~

33 ~~(1) "Employment center project" means a project located on~~  
34 ~~property zoned for commercial uses with a floor area ratio of no~~  
35 ~~less than 0.75 and that is located within a transit priority area.~~

36 ~~(2) "Floor area ratio" means the ratio of gross building area of~~  
37 ~~the development, excluding structured parking areas, proposed for~~  
38 ~~the project divided by the net lot area.~~

1     ~~(3) “Gross building area” means the sum of all finished areas~~  
2     ~~of all floors of a building included within the outside faces of its~~  
3     ~~exterior walls.~~

4     ~~(4) “Infill site” means a lot located within an urban area that~~  
5     ~~has been previously developed, or on a vacant site where at least~~  
6     ~~75 percent of the perimeter of the site adjoins, or is separated only~~  
7     ~~by an improved public right-of-way from, parcels that are~~  
8     ~~developed with qualified urban uses.~~

9     ~~(5) “Lot” means all parcels utilized by the project.~~

10    ~~(6) “Net lot area” means the area of a lot, excluding publicly~~  
11    ~~dedicated land and private streets that meet local standards, and~~  
12    ~~other public use areas as determined by the local land use authority.~~

13    ~~(7) “Transit priority area” means an area within one-half mile~~  
14    ~~of a transit stop that is existing or planned, if the planned stop is~~  
15    ~~scheduled to be completed within the planning horizon included~~  
16    ~~in a Transportation Improvement Program adopted pursuant to~~  
17    ~~Section 450.216 or 450.322 of Title 23 of the Code of Federal~~  
18    ~~Regulations.~~

19    ~~(b) (1) For a project located in a transit priority area, the~~  
20    ~~transportation impact related to greenhouse gas emissions shall~~  
21    ~~not be considered a significant impact on the environment.~~

22    ~~(2) This subdivision does not relieve a public agency of the~~  
23    ~~requirement to analyze a project’s potentially significant~~  
24    ~~transportation impacts related to other air quality, noise, or safety,~~  
25    ~~or any other nongreenhouse gas emissions related impact associated~~  
26    ~~with transportation.~~

27    ~~(3) This subdivision does not preclude the application of local~~  
28    ~~general plan policies, zoning codes, conditions of approval,~~  
29    ~~thresholds, or any other planning requirements pursuant to the~~  
30    ~~police power or any other authority.~~

31    ~~(c) Pursuant to Section 21083, the Office of Planning and~~  
32    ~~Research may prepare and the Secretary of the Natural Resources~~  
33    ~~Agency may adopt revisions to the guidelines establishing~~  
34    ~~alternative metrics to the metrics used for traffic levels of service~~  
35    ~~for transportation impacts outside transit priority areas. The~~  
36    ~~alternative metrics may include the retention of traffic levels of~~  
37    ~~service, where appropriate and as determined by the office.~~

38    ~~(d) (1) Automobile delay, as described solely by level of service~~  
39    ~~or similar measure of vehicular capacity or traffic congestion,~~  
40    ~~aesthetic, and parking impacts of a residential, mixed-use~~

1 residential, or employment center project on an infill site within  
2 a transit priority area shall not be considered significant impacts  
3 on the environment.

4 (2) (A) This subdivision does not affect, change, or modify the  
5 authority of a lead agency to consider aesthetic impacts pursuant  
6 to local design review ordinances or other discretionary powers  
7 provided by other laws or policies.

8 (B) For the purposes of this subdivision, aesthetic impacts do  
9 not include impacts on historical or cultural resources.

10 (e) This section does not affect the authority of a public agency  
11 to establish or adopt thresholds of significance that are more  
12 protective of the environment.



# PROPOSED TEXT OF EMERGENCY REGULATION

## Article 22.5. Drought Emergency Water Conservation.

### Sec. 863. Findings of Drought Emergency.

(a) The State Water Resources Control Board finds as follows:

(1) On January 17, 2014, the Governor issued a proclamation of a state of emergency under the California Emergency Services Act based on drought conditions;

(2) On April 25, 2014, the Governor issued a proclamation of a continued state of emergency under the California Emergency Services Act based on continued drought conditions;

(3) On April 1, 2015, the Governor issued an Executive Order that, in part, directs the State Board to impose restrictions on water suppliers to achieve a statewide 25 percent reduction in potable urban usage through February 28, 2016; require commercial, industrial, and institutional users to implement water efficiency measures; prohibit irrigation with potable water of ornamental turf in public street medians; and prohibit irrigation with potable water outside newly constructed homes and buildings that is not delivered by drip or microspray systems;

(34) The drought conditions that formed the basis of the Governor's emergency proclamations continue to exist;

(45) The present year is critically dry and has been immediately preceded by two or more consecutive below normal, dry, or critically dry years; and

(56) The drought conditions will likely continue for the foreseeable future and additional action by both the State Water Resources Control Board and local water suppliers will likely be necessary to prevent waste and unreasonable use of water and to further promote conservation.

Authority: Section 1058.5, Water Code.

References: Cal. Const., Art., X § 2; Sections 102, 104, and 105, and 275, Water Code; Light v. State Water Resources Control Board (2014) 226 Cal.App.4th 1463.

### Sec. 864. End-User Requirements in Promotion of Water Conservation.

(a) To prevent the waste and unreasonable use of water and to promote water conservation, each of the following actions is prohibited, except where necessary to address an immediate health and safety need or to comply with a term or condition in a permit issued by a state or federal agency:

(1) The application of potable water to outdoor landscapes in a manner that causes runoff such that water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or structures;

(2) The use of a hose that dispenses potable water to wash a motor vehicle, except where the hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use;

(3) The application of potable water to driveways and sidewalks; and

(4) The use of potable water in a fountain or other decorative water feature, except where the water is part of a recirculating system;

(5) The application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall; ~~and~~

(6) The serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased-;

(7) The irrigation with potable water of ornamental turf on public street medians;  
and

(8) The irrigation with potable water of landscapes outside of newly constructed homes and buildings that is not delivered by drip or microspray systems in a manner inconsistent with regulations or other requirements established by the California Building Standards Commission.

(b) To promote water conservation, operators of hotels and motels shall provide guests with the option of choosing not to have towels and linens laundered daily. The hotel or motel shall prominently display notice of this option in each guestroom using clear and easily understood language.

(c) Immediately upon this subdivision taking effect, all commercial, industrial and institutional properties that use a water supply any portion of which is from a source other than not served by a water supplier meeting the requirements of Water Code section 10617 or section 350 subject to section 865 shall either:

(1) Limit outdoor irrigation of ornamental landscapes or turf with potable water to no more than two days per week; or

(2) Reduce potable water usage by 25 percent for the months of June 2015 through February 2016 as compared to the amount used for the same months in 2013.

(ed) The taking of any action prohibited in subdivision (a) or the failure to take any action required in subdivisions (b) or (c), in addition to any other applicable civil or criminal penalties, is an infraction, punishable by a fine of up to five hundred dollars (\$500) for each day in which the violation occurs. The fine for the infraction is in addition to, and does not supersede or limit, any other remedies, civil or criminal.

Authority: Section 1058.5, Water Code.

References: Cal. Const., Art., X § 2; Sections 102, 104, ~~and~~ 105, 275, 350, and 10617, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463.

#### Sec. 865. Mandatory Actions by Water Suppliers.

(a) As used in this section:

(1) "Distributor of a public water supply" has the same meaning as under section 350 of the Water Code.

(2) "R-GPCD" means residential gallons per capita per day.

(3) "Total potable water production" means all potable water that enters into a water supplier's distribution system, excluding water placed into storage and not withdrawn for use during the reporting period, or water exported outside the supplier's service area.

(4) The term "Urban water supplier," when used in this section, refers to means a supplier that meets the definition set forth in Water Code

section 10617, except it does not refer to suppliers when they are functioning solely in a wholesale capacity, but does apply to suppliers when they are functioning in a retail capacity.

~~(b)(1) To promote water conservation, each urban water supplier shall implement all requirements and actions of the stage of its water shortage contingency plan that imposes includes mandatory restrictions on the number of days that outdoor irrigation of ornamental landscapes or turf with potable water is allowed, or shall amend its water shortage contingency plan to include mandatory restrictions on the number of days that outdoor irrigation of ornamental landscapes or turf with potable water is allowed and implement these restrictions within forty five (45) days. Urban water suppliers with approved alternate plans as described in subdivision (b)(2) are exempted from this requirement.~~

~~(2) An urban water supplier may submit a request to the Executive Director for approval of an alternate plan that includes allocation based rate structures that satisfies the requirements of chapter 3.4 (commencing with section 370) of division 1 of the Water Code, and the Executive Director may approve such an alternate plan upon determining that the rate structure, in conjunction with other measures, achieves a level of conservation that would be superior to that achieved by implementing limitations on outdoor irrigation of ornamental landscapes or turf with potable water by the persons it serves to no more than two days per week.~~

~~————(c) To promote water conservation, each urban water supplier that does not have a water shortage contingency plan that restricts the number of days that outdoor irrigation of ornamental landscapes and turf with potable water is allowed, or has been notified by the Department of Water Resources that its water shortage contingency plan does not meet the requirements of Water Code section 10632 shall, within forty five (45) days, limit outdoor irrigation of ornamental landscapes or turf with potable water by the persons it serves to no more than two days per week.~~

~~(db) In furtherance of the promotion of water conservation each urban water supplier shall:~~

~~(1) Provide prompt notice to a customer whenever the supplier obtains information that indicates that a leak may exist within the end-user's exclusive control.~~

~~(2) Prepare and submit to the State Water Resources Control Board by the 15<sup>th</sup> of each month a monitoring report on forms provided by the Board. The monitoring report shall include the amount of potable water the urban water supplier produced, including water provided by a wholesaler, in the preceding calendar month and shall compare that amount to the amount produced in the same calendar month in 2013. The monitoring report shall specify the population served by the urban water supplier, the percentage of water produced that is used for the residential sector, descriptive statistics on water conservation compliance and enforcement efforts, and the number of days that outdoor irrigation is allowed, and monthly commercial sector use, monthly industrial sector use, and monthly institutional sector use. The monitoring report shall also estimate the gallons of water per person per day used by the residential customers it serves.~~

~~(c)(1) To prevent the waste and unreasonable use of water and to meet the requirements of the Governor's April 1, 2015 Executive Order, each urban water supplier shall reduce its total potable water production by the percentage identified as its~~

conservation standard in this subdivision. Each urban water supplier's conservation standard considers its service area's relative per capita water usage.

(2) Each urban water supplier whose source of supply does not include groundwater or water imported from outside the hydrologic region ~~in which the water supplier is located, and that received average annual precipitation in~~ has a minimum of four years' reserved supply available ~~may, notwithstanding its average July-September 2014 R-GPCD, submit~~ ~~for to the~~ Executive Director ~~for~~ approval a request ~~that, in lieu of the reduction that would otherwise be required under paragraphs (3) through (10), the urban water supplier shall~~ to reduce its total ~~potable water usage~~production by 4 percent for each month as compared to the amount used in the same month in 2013. Any such request shall be accompanied by information showing that the supplier's sources of supply do not include groundwater or water imported from outside the hydrologic region and that the ~~supplier's service area received average annual precipitation in 2014~~supplier has a minimum of four years' reserved supply available.

(3) Each urban water supplier whose average July-September 2014 R-GPCD was less than 65 shall reduce its total ~~potable water usage~~production by 8 percent for each month as compared to the amount used in the same month in 2013.

(4) Each urban water supplier whose average July-September 2014 R-GPCD was ~~between 65 or more but less than 80~~and 79.9 shall reduce its total ~~potable water usage~~production by 12 percent for each month as compared to the amount used in the same month in 2013.

(5) Each urban water supplier whose average July-September 2014 R-GPCD was ~~between 80 or more but less than 95~~and 94.9 shall reduce its total ~~potable water usage~~production by 16 percent for each month as compared to the amount used in the same month in 2013.

(6) Each urban water supplier whose average July-September 2014 R-GPCD was ~~between 95 or more but less than 110~~and 109.9 shall reduce its total ~~potable water usage~~production by 20 percent for each month as compared to the amount used in the same month in 2013.

(7) Each urban water supplier whose average July-September 2014 R-GPCD was ~~between 110 or more but less than 130~~and 129.9 shall reduce its total ~~potable water usage~~production by 24 percent for each month as compared to the amount used in the same month in 2013.

(8) Each urban water supplier whose average July-September 2014 R-GPCD was ~~between 130 or more but less than 170~~and 169.9 shall reduce its total ~~potable water usage~~production by 28 percent for each month as compared to the amount used in the same month in 2013.

(9) Each urban water supplier whose average July-September 2014 R-GPCD was ~~between 170 or more but less than 215~~and 214.9 shall reduce its total ~~potable water usage~~production by 32 percent for each month as compared to the amount used in the same month in 2013.

(10) Each urban water supplier whose average July-September 2014 R-GPCD was ~~greater than 215 or more~~ shall reduce its total ~~potable water usage~~production by 36 percent for each month as compared to the amount used in the same month in 2013.

(d)(1) Beginning June 1, 2015, each urban water supplier shall comply with the conservation standard specified ~~in~~ subdivision (c).

(2) Compliance with the requirements of this subdivision shall be measured monthly and assessed on a cumulative basis.

(e) Each urban water supplier that ~~serves~~ provides 20 percent or more of its total potable water production for commercial agricultural use meeting the definition of Government Code section 51201, subdivision (ab) may subtract the amount of water supplied for commercial agricultural use from its potable water production total, provided ~~that~~ the supplier complies with the Agricultural Water Management Plan requirement of paragraph 12 of the April 1, 2015 Executive Order. Each urban water supplier that serves 20 percent or more of its total potable water production for commercial agricultural use meeting the definition of Government Code section 51201, subdivision (ab) shall certify that the agricultural uses it serves meet the definition of Government Code section 51201, subdivision (ab), and shall report its total potable water production pursuant to subdivision (b)(2), identifying the total amount of water supplied for commercial agricultural use.

(ef)(1) To prevent waste and unreasonable use of water and to promote water conservation, each distributor of a public water supply, ~~as defined in Water Code section 350,~~ that is not an urban water supplier shall, ~~within forty-five (45) days,~~ take one or more of the following actions:

(1A) Limit outdoor irrigation of ornamental landscapes or turf with potable water by the persons it serves to no more than two days per week; or

(2B) Implement another mandatory conservation measure or measures intended to achieve a ~~20~~25 percent reduction in potable water consumption by the persons it serves relative to the amount consumed in 2013.

(2) Each distributor of a public water supply, ~~as defined in Water Code section 350,~~ that is not an urban water supplier shall submit a report by December 15, 2015, on a form provided by the Board, that ~~includes either confirms compliance with subdivision (f)(1)(A) or identifies :~~

~~(A) total~~ potable water production, by month, from June through November, 2015, and total potable water production, by month, for June through November 2013; ~~or~~

~~(B) Confirmation that the distributor limited outdoor irrigation of ornamental landscapes or turf with potable water by the persons it serves to no more than two days per week.~~

Authority: Section 1058.5, Water Code.

References: Cal. Const., Art., X § 2; Sections 102, 104, 105, 275, 350, 1846, 10617 and 10632, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463.

#### Sec. 866. Additional Conservation Tools.

(a)(1) To prevent the waste and unreasonable use of water and to promote conservation, when a water supplier does not meet its conservation standard required by section 865 the Executive Director, or ~~his~~ the Executive Director's designee, may issue conservation orders requiring additional actions by the supplier to come into compliance with its conservation standard.

(2) ~~All conservation orders~~A decision or order issued under this article by the board or an officer or employee of the board shall be subject to reconsideration under article 2 (commencing with section 1122) of chapter 4 of part 1 of division 2 of the California Water Code.

(b) The Executive Director, or his designee, may issue an informational order requiring water suppliers, or commercial, industrial or institutional properties that receive any portion of their supply from a source other than~~not served by~~a water supplier meeting the requirements of Water Code section 10617 or section 350subject to section 865, to submit additional information relating to water production, water use or water conservation beyond that required to be reported pursuant to the other provisions of this article. The failure to provide the information requested within 30 days or any additional time extension granted is a violation subject to civil liability of up to \$500 per day for each day the violation continues pursuant to Water Code section 1846.

Authority: Section 1058.5, Water Code.

References: Cal. Const., Art., X § 2; Sections 100, 102, 104, 105, 174, 186, 187, 275, 350, 1051, 1122, 1123, 1825, 1846, 10617 and 10632, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463.





# Fact Sheet

## **NOTICE OF PROPOSED EMERGENCY REGULATION *IMPLEMENTING THE 25% CONSERVATION STANDARD***

On April 1, 2015, Governor Jerry Brown issued the fourth in a series of Executive Orders on actions necessary to address California's severe drought conditions. With snowpack water content at a record low level of 5 percent of average for April 1st, major reservoir storage shrinking each day as a percentage of their daily average measured over the last several decades, and groundwater levels continuing to decline, urgent action is needed. The April 1 Executive Order requires, for the first time in the State's history, mandatory conservation of potable urban water use. Commercial agriculture in many parts of the State has already been notified of severe cutbacks in water supply contracted through the State and Federal Water Projects and is bracing for curtailments of surface water rights in the near-term. Conserving water more seriously now will forestall even more catastrophic impacts if it does not rain next year.

### **Stakeholder Involvement**

To maximize input in a short amount of time, the State Water Board released a proposed regulatory framework for implementing the 25% conservation standard on April 7, 2015 for public input. Over 250 comments were submitted by water suppliers, local government, businesses, individuals, and non-governmental organizations. Draft regulations that considered this input were released on April 18 for informal public comment. Almost 300 comments were received that addressed the methodology for the assignment of conservation standards, the availability of exclusions or adjustments under defined conditions, how to approach the commercial, industrial and institutional (CII) sector, the requirements for smaller water suppliers, and the approach to enforcement. A Notice of Proposed Emergency Regulations, which considers this input and initiates the formal emergency rulemaking process, was released on April 28, 2015. If approved, water savings amounting to approximately 1.3 million acre-feet of water, or nearly as much water as is currently in Lake Oroville, will be realized over the next nine months.

### **What's Next**

The Notice of Proposed Emergency Rulemaking begins a formal comment period that will conclude just prior to the State Water Board's consideration of adoption of the proposed emergency regulation at its May 5-6, 2015 meeting. The formal comment period will conclude on May 4, 2015 at 10:00am. All comments will be immediately provided to the Board Members and posted on the State Water Board's webpage at:

[http://www.waterboards.ca.gov/waterrights/water\\_issues/programs/drought/emergency\\_mandatory\\_regulations.shtml](http://www.waterboards.ca.gov/waterrights/water_issues/programs/drought/emergency_mandatory_regulations.shtml)



During this formal notice period, all **comments must be received by 10:00am on Monday May 4, 2015** and submitted either electronically to: [commentletters@waterboards.ca.gov](mailto:commentletters@waterboards.ca.gov) or in writing to the address in the Notice. All comments should indicate on the subject line: "Comment Letter – Emergency Conservation Regulation."

## **Proposed Emergency Regulation - Key Provisions**

### **Conservation Standard for Urban Water Suppliers**

As drought conditions continue, all water suppliers will need to do more to meet the statewide 25% conservation standard. Since the State Water Board adopted its initial emergency urban conservation regulation in July 2014, statewide conservation has reached 9%. Everyone must do more, but the greatest opportunities to meet the statewide 25% conservation standard exist in those areas with higher water use. Often, but not always, these water suppliers are located in areas where the majority of the water use is directed at outdoor irrigation due to lot size, climate and other factors. As temperatures are forecast to climb to above average for the summer months, it will become even more important to take aggressive actions to reduce outdoor water use. The emergency regulation establishes tiers of required water reductions that emphasize the opportunities to reduce outdoor water use.

Many comments spoke to the question of fairness and equity in the construction of the tiers in earlier drafts of the regulation. Concerns were raised about accounting for factors that influence water use, such as past conservation, climate, lot size, density, and income. Ultimately, the tier structure proposed on April 18, 2015 was maintained as the best way to achieve the 25% water reduction called for by the Governor.

*Feedback is specifically requested on whether the conservation framework should be modified to double the number of tiers and use two percent increments instead of four percent. This change would provide further refinement for water suppliers that find themselves on one side or the other of a tier.*

The conservation savings for all urban water suppliers are allocated across nine tiers of increasing levels of residential water use (R-GPCD) to reach the statewide 25 percent reduction mandate. This approach lessens the disparities in reduction requirements between agencies that have similar levels of water consumption, but fall on different sides of dividing lines between tiers. Suppliers have been assigned a conservation standard that ranges between 8% and 36% based on their R-GPCD for the months of July – September, 2014. These three months reflect the amount of water used for summer outdoor irrigation, which provides the greatest opportunity for conservation savings. Some suppliers may be eligible, under specific conditions, for placement into a lower 4% conservation tier. Water suppliers that reduced their water use prior to the drought will have a lower R-GPCD and thus a lower conservation standard than water suppliers with similar climate and density factors where R-GPCD remains high.



Urban water suppliers (serving more than 3,000 customers or delivering more than 3,000 acre feet of water per year and accounting for more than 90% of urban water use) will be assigned a conservation standard, as shown in the following table:

Tier	R-GPCD Range		# of Suppliers in Range	Conservation Standard
	From	To		
1	reserved		0	4%
2	0	64.9	23	8%
3	65	79.9	24	12%
4	80	94.9	44	16%
5	95	109.9	51	20%
6	110	129.9	48	24%
7	130	169.9	82	28%
8	170	214.9	54	32%
9	215	612.0	85	36%

The Smith family of three learns that their water district must reduce water use by 12 percent. A manufacturing plant uses 20 percent of the water and cannot reduce its use. So, residents are told to reduce their use by 15 percent to meet the overall 12 percent target. The Smith family uses an average of 210 gallons per day (or about 70 gallons per person), 165 gallons for indoor use and 45 gallons for watering their small yard. To meet the 15% reduction requirement they must reduce total water use to about 180 gallons per day. This is equivalent to about 60 gallons per person per day.

The Jones family of four learn that their water district must reduce water use by 32 percent. An oil refinery uses 10 percent of the district's water and cannot reduce its use. Their city also has many small businesses, and a golf course, which can reduce use by more than 10 percent. The residents must now reduce their use by 30 percent to meet the overall 32 percent target. The Jones family uses an average of 1,200 gallons per day (or about 300 gallons per person); 300 gallons for indoor use and 900 gallons outdoors, to irrigate a large yard that includes grass and fruit trees. To cut water use by 30 percent, the Jones' must cut their water use by 360 gallons per day to 840 gallons which is equivalent to 210 gallons per person per day.

## Exceptions

The proposed regulation allows water suppliers to request to modify their total water use or be placed into a lower conservation tier under two situations:

1. Urban water suppliers delivering more than 20 percent of their total water production to commercial agriculture may be allowed to modify the amount of water subject to their conservation standard. These suppliers must provide written certification to the Board to be able to subtract the water supplied to commercial agriculture from their total water production for baseline and conservation purposes.
2. Urban water suppliers that have a reserve supply of surface water that could last at least four years may be eligible for placement into lower conservation tier. Only suppliers meeting the eligibility criteria will be considered. These criteria relate to the source(s) of supply, storage capacity, and the number of years that those supplies could last.

*Feedback is specifically requested on whether the regulation should allow water suppliers whose supplies include groundwater to apply for inclusion the 4% reserve tier if it can be demonstrated that they have a minimum of 4 years of supply, do not rely upon imported water, and their groundwater supplies recharge naturally.*

## **Commercial, Industrial and Institutional Sector Clarification**

There are no specific use reduction targets for commercial, industrial, and institutional users served by urban and all other water suppliers. Water suppliers will decide how to meet their conservation standard through reductions from both residential and non-residential users. Water suppliers are encouraged to look at their commercial, institutional and industrial properties that irrigate outdoor ornamental landscapes with potable water for potential conservation savings.

## **Conservation Standard For All Other Water Suppliers**

Smaller water suppliers (serving fewer than 3,000 connections) will be required to achieve a 25% conservation standard or restrict outdoor irrigation to no more than two days per week. These smaller urban suppliers serve less than 10% of Californians.

## **End-User Requirements**

The new prohibitions in the Executive Order apply to all Californians and will take effect immediately upon approval of the regulation by the Office of Administrative Law. These include:

- Irrigation with potable water of ornamental turf on public street medians is prohibited; and
- Irrigation with potable water outside of newly constructed homes and buildings not in accordance with emergency regulations or other requirements established in the California Building Standards Code is prohibited.

These are in addition to the existing restrictions that prohibit:

- Using potable water to wash sidewalks and driveways;
- Allowing runoff when irrigating with potable water;
- Using hoses with no shutoff nozzles to wash cars;
- Using potable water in decorative water features that do not recirculate the water;
- Irrigating outdoors during and within 48 hours following measureable rainfall; and
- Restaurants from serving water to their customers unless the customer requests it.

Additionally, hotels and motels must offer their guests the option to not have their linens and towels laundered daily, and prominently display this option in each guest room.

It will be very important as these provisions are implemented to ensure that existing trees remain healthy and do not present a public safety hazard. Guidance on the implementation of both prohibitions will be developed.

## **Self-Supplied CII**

Commercial, industrial and institutional properties under Provision 5 of the Executive Order with an independent source of water supply (not served by a water supplier), are required under the proposed emergency regulation to either limit outdoor irrigation to two days per week or achieve a 25% reduction in water use. Often, these properties have large landscapes that would otherwise not be addressed by this regulation.

## **New Reporting Requirements**

Total monthly water production and specific reporting on residential use and enforcement as laid out in the previously adopted emergency regulations will remain in effect. Because the conservation standard applies to total water production, the proposed emergency regulation expands the reporting to include information on water use in the commercial, industrial, and institutional sectors. Small water suppliers with fewer than 3,000 service connections will be required to submit a single report on December 15, 2015 that provides their water production from June-November 2015 and June-November 2013 and the number of days per week outdoor irrigation is allowed.

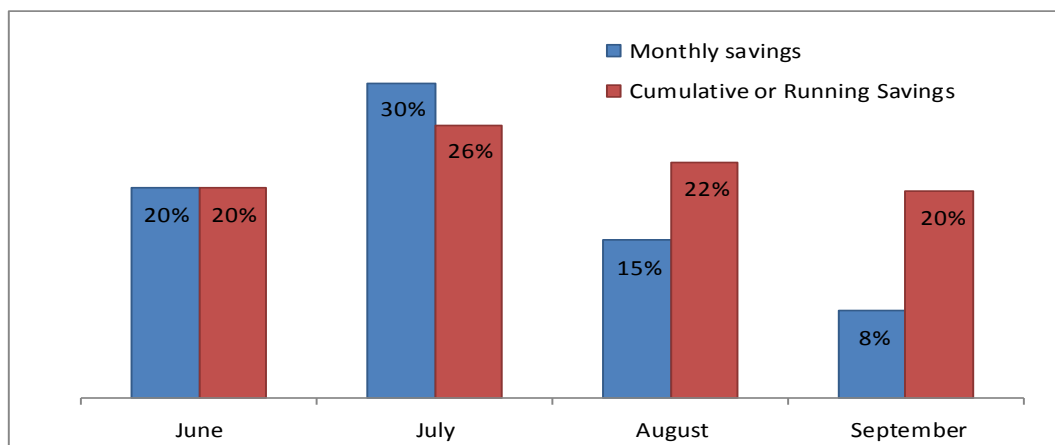
Commercial, industrial, and institutional facilities with an independent source of supply (they are not served by a water supplier) are not required to submit a report; however they should be prepared to demonstrate their compliance with the two day per week watering restriction or the 25% reduction in water use if requested to do so by the Board.

## **Compliance Assessment**

In many communities around the state, over half (and up to 80 percent) of total residential water use is for outdoor irrigation during the summer months. With summer just around the corner, bringing with it the greatest opportunity for making substantial conservation gains, immediate action is essential. As a result, the Board will begin assessing compliance with the submittal of the June monthly report on July 15, 2015. Beyond June, the Board will track compliance on a cumulative basis. Cumulative tracking means that conservation savings will be added together from one month to the next and compared to the amount of water used during the same months in 2013. This tracking will look like the sample graph below.

### **Example Comparison of Monthly Savings and Cumulative Savings**

	<b>2013 Water Use</b>	<b>2015 Water Use</b>	<b>Monthly savings</b>	<b>Cumulative or Running Savings</b>
<b>June</b>	1000	800	20%	20%
<b>July</b>	1500	1050	30%	26%
<b>August</b>	1200	1020	15%	22%
<b>September</b>	900	825	8%	20%



Two additional tools are included in the proposed emergency regulation to both expedite the investigation of water suppliers not meeting their conservation standard and to require the implementation of actions to correct this situation. A proposed informational order would require water suppliers to respond to request for information or face immediate enforcement. The proposed conservation order can be used to direct specific actions to correct non-compliance. Both of these tools are tailored to the emergency circumstances that the State finds itself in as a result of continuing drought conditions. Violation of an information or conservation order carries a penalty of up to \$500 per day.

The Board will work with water suppliers along the way that are not meeting their targets to implement actions to get them back on track. These actions could include changes to rates and pricing, restrictions on outdoor irrigation, public outreach, rebates and audit programs, leak detection and repair, and other measures. The Board may use its enforcement tools to ensure that water suppliers are on track to meet their conservation standards at any point during the 270 days that the emergency regulation is in effect.

## **Conclusion**

No one knows how the future will unfold. While the state may return to “normal,” or even to above average hydrologic water conditions in 2016, such an outcome is far from certain. If there is a fifth, or even sixth, year of water scarcity the emergency regulation will have contributed to safeguarding the state’s future water supplies, thereby forestalling potentially dramatic economic consequences. An example of the challenge facing the State comes from Australia, which experienced persistent and severe drought across most of its continent between 2002 and 2012. Over the full course of the 10 years of drought, half a percentage point may have been shaved from Australia’s GDP growth rate due to water curtailments, lowered productivity, unemployment and reduced exports. A half-point reduction in GDP growth is significant: if this were to occur in California, cumulative state output would be reduced by close to half a trillion dollars over the same 10-year span of time.

The State Water Board is committed to working with water suppliers around the State on implementation of the emergency regulation to reduce the risk that the State faces if drought conditions do not abate. A workshop to discuss implementation of the emergency regulation will be scheduled for October 2015, and the Board will continue to receive monthly updates and hear public comment as it has been doing since adopting its initial emergency regulation in July 2014.

As Governor Brown said on April 1, 2015, when announcing his fourth Executive Order since the drought began, “All of us in so many different parts of California, doing so many different things, have to now pull together in our own different contexts to do what is required.”

*(This fact sheet was last updated on April 28, 2015)*

Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Westborough Water District	257,568,499	213,776,790	43,791,709	17%	40.6	2	8%
Arcata City of	499,104,000	495,047,000	4,057,000	1%	43.5	2	8%
San Francisco Public Utilities Commission	20,365,410,000	18,717,900,000	1,647,510,000	8%	45.4	2	8%
Santa Cruz City of	2,527,700,000	1,933,400,000	594,300,000	24%	47.3	2	8%
California Water Service Company South San Francisco	2,075,673,590	1,907,534,254	168,139,336	8%	48.8	2	8%
California-American Water Company Monterey District	2,903,844,543	2,590,336,368	313,508,175	11%	51.3	2	8%
California Water Service Company East Los Angeles	3,998,522,861	3,819,956,279	178,566,582	4%	51.4	2	8%
California-American Water Company San Diego District	2,795,094,888	2,578,195,144	216,899,744	8%	51.9	2	8%
Cambria Community Services District	166,216,813	95,513,570	70,703,243	43%	54.3	2	8%
East Palo Alto, City of	409,886,088	454,911,335	-45,025,247	-11%	55.6	2	8%
Park Water Company	2,833,164,110	2,598,821,539	234,342,571	8%	55.6	2	8%
San Bruno City of	929,865,974	849,620,197	80,245,777	9%	55.7	2	8%
Daly City City of	1,888,066,301	1,622,632,784	265,433,517	14%	58.8	2	8%
North Coast County Water District	809,332,364	713,333,361	95,999,003	12%	59.5	2	8%
Golden State Water Company Florence Graham	1,246,577,219	1,227,482,326	19,094,894	2%	59.7	2	8%
Golden State Water Company Bell-Bell Gardens	1,279,423,043	1,208,354,847	71,068,196	6%	60.8	2	8%
Coastside County Water District	565,550,000	524,430,000	41,120,000	7%	61.9	2	8%
Hayward City of	4,474,967,937	3,957,222,483	517,745,455	12%	62.1	2	8%
Grover Beach City of	352,828,667	208,202,769	144,625,897	41%	62.3	2	8%
Redwood City City of	2,525,846,774	2,179,170,327	346,676,447	14%	63.4	2	8%
Compton City of	1,858,895,919	1,837,323,747	21,572,172	1%	63.6	2	8%
Soquel Creek Water District	1,046,626,000	826,889,000	219,737,000	21%	64.2	2	8%
Seal Beach City of	905,215,264	856,337,550	48,877,714	5%	64.7	2	8%
Inglewood City of	2,457,964,645	2,284,776,001	173,188,643	7%	65.1	3	12%
Goleta Water District	3,523,431,480	3,053,227,871	470,203,609	13%	65.5	3	12%
Oxnard City of	5,742,131,037	5,086,123,686	656,007,351	11%	66.6	3	12%
Paramount City of	1,628,999,712	1,623,382,034	5,617,679	0%	67.0	3	12%
California Water Service Company King City	428,820,478	403,729,918	25,090,560	6%	67.7	3	12%
Golden State Water Company Southwest	7,303,405,789	6,894,299,322	409,106,467	6%	68.2	3	12%
Golden State Water Company Bay Point	512,238,443	452,672,802	59,565,641	12%	69.2	3	12%
San Luis Obispo City of	1,387,716,506	1,278,706,170	109,010,336	8%	69.9	3	12%
Morro Bay City of	316,836,255	281,236,756	35,599,499	11%	70.0	3	12%
South Gate City of	2,066,696,383	2,017,629,675	49,066,708	2%	70.1	3	12%
Vernon City of	1,907,061,769	1,788,380,162	118,681,607	6%	70.6	3	12%
Huntington Park City of	1,171,761,731	1,128,423,492	43,338,240	4%	71.3	3	12%
Golden State Water Company Norwalk	1,214,317,928	1,131,519,080	82,798,848	7%	72.2	3	12%
Milpitas City of	2,719,687,979	2,424,775,231	294,912,748	11%	72.3	3	12%
Estero Municipal Improvement District	1,137,677,797	1,077,438,670	60,239,127	5%	72.8	3	12%

## Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Golden State Water Company S San Gabriel	664,867,252	637,528,317	27,338,935	4%	73.6	3	12%
Sweetwater Authority	5,185,495,337	4,886,767,783	298,727,554	6%	75.0	3	12%
City of Big Bear Lake, Dept of Water & Power	610,520,000	590,469,860	20,050,140	3%	75.8	3	12%
La Palma City of	545,401,972	497,342,471	48,059,501	9%	75.9	3	12%
Marina Coast Water District	1,063,425,908	946,396,368	117,029,540	11%	76.0	3	12%
Lompoc City of	1,253,200,000	1,106,800,000	146,400,000	12%	76.6	3	12%
San Lorenzo Valley Water District	416,952,583	335,050,267	81,902,316	20%	77.9	3	12%
Santa Ana City of	9,729,076,397	9,323,684,636	405,391,760	4%	78.3	3	12%
Port Hueneme City of	500,546,894	456,100,759	44,446,135	9%	78.9	3	12%
Santa Fe Springs City of	1,526,056,730	1,408,567,739	117,488,991	8%	80.1	4	16%
Crestline Village Water District	185,010,871	167,499,027	17,511,844	9%	80.3	4	16%
McKinleyville Community Service District	344,448,000	300,869,000	43,579,000	13%	80.5	4	16%
Montebello Land and Water Company	859,407,071	791,398,619	68,008,451	8%	80.5	4	16%
Sweetwater Springs Water District	208,544,913	177,491,272	31,053,641	15%	80.8	4	16%
Santa Barbara City of	3,348,530,727	2,632,951,217	715,579,509	21%	80.9	4	16%
Rohnert Park City of	1,267,000,000	1,124,000,000	143,000,000	11%	81.0	4	16%
Lake Arrowhead Community Services District	440,648,885	386,238,213	54,410,671	12%	81.5	4	16%
Valley County Water District	2,033,127,821	1,853,913,772	179,214,049	9%	81.6	4	16%
San Diego City of	47,355,303,598	46,452,597,390	902,706,208	2%	82.0	4	16%
Mountain View City of	2,967,854,797	2,531,213,885	436,640,912	15%	82.5	4	16%
Golden State Water Company Artesia	1,402,138,690	1,348,796,812	53,341,879	4%	83.4	4	16%
California Water Service Company Dominguez	8,444,765,582	8,077,205,172	367,560,410	4%	83.7	4	16%
Greenfield, City of	573,049,890	501,684,126	71,365,764	12%	83.8	4	16%
Long Beach City of	14,658,100,592	13,842,168,619	815,931,973	6%	83.8	4	16%
Dublin San Ramon Services District	2,779,417,000	1,959,505,000	819,912,000	29%	84.7	4	16%
Golden State Water Company Culver City	1,415,824,450	1,344,756,254	71,068,196	5%	84.8	4	16%
Sunnyvale City of	4,612,426,949	3,920,970,221	691,456,728	15%	85.2	4	16%
California Water Service Company Salinas District	4,612,101,098	4,065,974,106	546,126,992	12%	86.0	4	16%
Lynwood City of	1,264,349,156	1,237,371,916	26,977,240	2%	86.3	4	16%
Santa Rosa City of	5,454,466,874	4,447,473,373	1,006,993,501	18%	86.7	4	16%
Hawthorne City of	1,070,747,789	1,135,592,223	-64,844,434	-6%	86.7	4	16%
California Water Service Company Mid Peninsula	3,986,792,209	3,551,780,554	435,011,655	11%	87.4	4	16%
San Gabriel Valley Water Company	9,747,519,587	9,124,165,807	623,353,780	6%	88.3	4	16%
Alameda County Water District	10,539,100,000	8,458,900,000	2,080,200,000	20%	88.3	4	16%
Santa Clara City of	5,338,900,000	4,749,500,000	589,400,000	11%	88.3	4	16%
Menlo Park City of	1,058,240,665	769,095,397	289,145,268	27%	88.6	4	16%
Millbrae City of	668,885,610	603,267,242	65,618,369	10%	89.2	4	16%
Petaluma City of	2,407,770,000	2,071,485,000	336,285,000	14%	89.6	4	16%



## Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Hi-Desert Water District	744,117,577	733,074,472	11,043,105	1%	90.2	4	16%
Burlingame City of	1,288,363,748	1,075,113,151	213,250,598	17%	90.4	4	16%
Los Angeles Department of Water and Power	139,452,680,105	130,343,503,463	9,109,176,642	7%	90.9	4	16%
Vallejo City of	4,410,308,000	4,020,375,000	389,933,000	9%	91.3	4	16%
San Buenaventura City of	4,446,346,994	3,813,888,925	632,458,069	14%	91.3	4	16%
Pico Rivera City of	1,267,056,981	1,099,162,034	167,894,948	13%	91.6	4	16%
Scotts Valley Water District	311,979,632	253,857,835	58,121,797	19%	91.6	4	16%
Irvine Ranch Water District	15,406,744,246	15,015,266,341	391,477,904	3%	91.7	4	16%
Santa Maria City of	3,370,607,161	3,257,210,864	113,396,297	3%	93.0	4	16%
Windsor, Town of	963,136,985	817,896,531	145,240,453	15%	93.0	4	16%
California Water Service Company Redwood Valley	108,182,674	82,440,411	25,742,263	24%	93.3	4	16%
American Canyon, City of	915,968,361	777,155,653	138,812,708	15%	93.5	4	16%
Golden State Water Company West Orange	4,000,477,969	3,830,090,258	170,387,711	4%	94.2	4	16%
East Bay Municipal Utilities District	52,390,500,000	46,127,500,000	6,263,000,000	12%	94.2	4	16%
Crescent City City of	583,110,000	710,650,000	-127,540,000	-22%	94.5	4	16%
Martinez City of	1,027,679,751	871,695,210	155,984,540	15%	95.5	5	20%
Pomona City of	5,817,361,333	5,468,536,077	348,825,256	6%	95.9	5	20%
San Jose City of	5,294,000,000	4,707,000,000	587,000,000	11%	96.0	5	20%
Bellflower-Somerset Mutual Water Company	1,350,031,789	1,268,477,694	81,554,095	6%	96.2	5	20%
California Water Service Company Hermosa/Redondo	2,984,799,071	2,983,495,666	1,303,406	0%	96.4	5	20%
Azusa City of	5,165,530,597	4,670,763,054	494,767,543	10%	97.3	5	20%
California Water Service Company Stockton	6,808,665,567	6,318,910,872	489,754,695	7%	97.6	5	20%
El Segundo City of	1,692,179,532	1,788,496,457	-96,316,925	-6%	97.9	5	20%
Westminster City of	3,064,371,990	2,956,971,359	107,400,630	4%	98.0	5	20%
Carpinteria Valley Water District	1,160,826,158	1,028,941,051	131,885,107	11%	98.2	5	20%
Lomita City of	591,013,026	547,632,425	43,380,600	7%	98.2	5	20%
Norwalk City of	559,456,000	511,830,000	47,626,000	9%	98.6	5	20%
Mesa Water District	4,434,609,825	4,283,056,327	151,553,499	3%	99.0	5	20%
Moulton Niguel Water District	7,135,207,799	6,864,125,480	271,082,319	4%	99.2	5	20%
Santa Monica City of	3,462,200,000	3,321,100,000	141,100,000	4%	99.2	5	20%
Rowland Water District	2,857,000,142	2,756,214,295	100,785,846	4%	99.2	5	20%
Livermore City of Division of Water Resources	1,642,615,000	1,199,514,000	443,101,000	27%	100.1	5	20%
Fountain Valley City of	2,438,968,604	2,305,516,153	133,452,452	5%	100.2	5	20%
Watsonville City of	2,045,660,752	1,803,744,576	241,916,176	12%	100.3	5	20%
Lathrop, City of	1,149,290,000	990,960,000	158,330,000	14%	100.3	5	20%
Pittsburg City of	2,481,549,000	2,226,323,000	255,226,000	10%	100.4	5	20%
El Monte City of	328,279,000	312,936,000	15,343,000	5%	100.6	5	20%
Tahoe City Public Utilities District	372,523,331	326,265,848	46,257,483	12%	100.9	5	20%



Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Mid-Peninsula Water District	823,925,361	712,822,442	111,102,919	13%	101.4	5	20%
Mammoth Community Water District	499,483,000	447,407,000	52,076,000	10%	102.9	5	20%
San Gabriel County Water District	1,612,133,643	1,485,957,453	126,176,190	8%	102.9	5	20%
Helix Water District	8,454,736,636	8,067,103,778	387,632,858	5%	103.6	5	20%
Whittier City of	2,041,957,743	2,084,064,264	-42,106,521	-2%	104.2	5	20%
Great Oaks Water Company Incorporated	2,641,791,567	2,210,783,322	431,008,244	16%	104.2	5	20%
Hollister City of	832,612,930	742,476,980	90,135,950	11%	104.4	5	20%
Calexico City of	1,524,360,000	1,440,570,000	83,790,000	5%	104.6	5	20%
Lakewood City of	2,086,631,973	1,856,580,866	230,051,107	11%	105.0	5	20%
Oceanside City of	6,988,111,948	6,765,555,423	222,556,525	3%	105.1	5	20%
San Jose Water Company	36,046,000,000	31,608,300,000	4,437,700,000	12%	105.7	5	20%
Valley of the Moon Water District	800,300,880	646,691,259	153,609,621	19%	106.5	5	20%
Escondido City of	4,625,134,351	4,059,907,513	565,226,838	12%	106.7	5	20%
Fairfield City of	5,435,000,000	4,853,000,000	582,000,000	11%	106.7	5	20%
Downey City of	4,090,256,554	3,834,059,128	256,197,426	6%	106.9	5	20%
Glendale City of	6,839,188,070	6,346,086,881	493,101,189	7%	107.1	5	20%
Otay Water District	8,209,272,756	7,888,634,952	320,637,804	4%	107.1	5	20%
Marin Municipal Water District	7,006,662,670	5,966,662,221	1,040,000,448	15%	107.4	5	20%
Camarillo City of	2,747,943,839	2,399,416,293	348,527,546	13%	107.5	5	20%
California-American Water Company Sacramento District	8,801,191,649	7,285,565,423	1,515,626,225	17%	107.8	5	20%
Adelanto city of	1,091,834,544	993,603,394	98,231,150	9%	108.5	5	20%
Anaheim City of	16,337,538,847	15,992,788,037	344,750,810	2%	108.6	5	20%
Ukiah City of	678,601,000	551,722,000	126,879,000	19%	108.6	5	20%
Huntington Beach City of	7,506,541,568	7,116,888,432	389,653,136	5%	109.0	5	20%
Napa City of	3,605,871,891	3,247,435,321	358,436,570	10%	109.2	5	20%
Lakeside Water District	1,064,566,388	977,942,044	86,624,343	8%	109.3	5	20%
Padre Dam Municipal Water District	2,952,148,758	2,752,858,026	199,290,733	7%	109.4	5	20%
Crescenta Valley Water District	1,200,433,997	1,043,760,838	156,673,159	13%	109.4	5	20%
Torrance City of	3,906,665,343	3,703,464,394	203,200,950	5%	111.0	6	24%
Big Bear City Community Services District	266,135,894	256,898,007	9,237,888	3%	111.0	6	24%
Vista Irrigation District	4,896,569,394	4,632,303,886	264,265,507	5%	111.1	6	24%
Perris, City of	437,809,090	430,597,020	7,212,070	2%	111.9	6	24%
Pismo Beach City of	434,216,578	359,495,587	74,720,991	17%	113.1	6	24%
Vallecitos Water District	4,390,033,350	4,037,168,840	352,864,510	8%	116.1	6	24%
Soledad, City of	581,571,300	531,785,500	49,785,800	9%	116.7	6	24%
Manhattan Beach City of	1,219,661,891	1,153,188,200	66,473,691	5%	116.7	6	24%
Palo Alto City of	3,180,440,852	2,685,999,460	494,441,392	16%	116.8	6	24%
Gilroy City of	2,328,666,000	1,995,678,000	332,988,000	14%	117.5	6	24%

## Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Humboldt Community Service District	610,120,000	573,669,000	36,451,000	6%	117.9	6	24%
Alhambra City of	2,575,148,433	2,329,573,763	245,574,669	10%	118.3	6	24%
Golden State Water Company S Arcadia	908,701,874	851,189,098	57,512,777	6%	118.5	6	24%
Orchard Dale Water District	589,289,272	550,757,340	38,531,931	7%	118.6	6	24%
Buena Park City of	3,777,921,445	3,441,805,698	336,115,747	9%	118.9	6	24%
Golden State Water Company Placentia	1,868,334,327	1,778,757,770	89,576,557	5%	118.9	6	24%
Pico Water District	1,029,001,320	960,057,631	68,943,690	7%	119.1	6	24%
Delano City of	2,386,120,000	2,229,650,000	156,470,000	7%	119.4	6	24%
El Centro City of	1,978,323,000	1,910,544,000	67,779,000	3%	119.5	6	24%
Pleasanton City of	4,439,552,000	3,099,891,000	1,339,661,000	30%	119.8	6	24%
Woodland City of	2,938,159,020	2,454,292,204	483,866,816	16%	119.8	6	24%
El Toro Water District	2,331,141,109	2,239,576,858	91,564,251	4%	119.9	6	24%
San Fernando City of	839,719,127	786,931,196	52,787,931	6%	120.3	6	24%
Suburban Water Systems San Jose Hills	7,160,122,399	6,833,016,444	327,105,955	5%	120.3	6	24%
Sunny Slope Water Company	1,052,785,122	950,022,234	102,762,888	10%	120.5	6	24%
California Water Service Company Livermore	2,781,467,781	1,909,163,511	872,304,270	31%	120.5	6	24%
Laguna Beach County Water District	872,082,691	867,064,579	5,018,112	1%	121.0	6	24%
Fortuna City of	303,008,000	276,986,000	26,022,000	9%	121.2	6	24%
Amador Water Agency	899,761,000	773,623,400	126,137,600	14%	121.5	6	24%
South Coast Water District	1,639,847,306	1,549,814,557	90,032,749	5%	121.7	6	24%
Alco Water Service	1,156,954,000	1,028,617,000	128,337,000	11%	124.2	6	24%
Monte Vista Water District	2,603,464,922	2,359,464,115	244,000,807	9%	125.0	6	24%
Golden State Water Company Barstow	1,595,531,512	1,445,509,515	150,021,997	9%	125.4	6	24%
California Water Service Company Marysville	575,127,769	496,597,575	78,530,194	14%	125.5	6	24%
Coachella City of	1,395,900,000	1,294,010,000	101,890,000	7%	125.5	6	24%
Brea City of	2,826,761,129	2,727,376,444	99,384,685	4%	125.9	6	24%
Colton, City of	2,519,711,330	2,487,549,794	32,161,536	1%	126.3	6	24%
Chino City of	3,332,449,959	3,123,999,542	208,450,416	6%	126.7	6	24%
Santa Margarita Water District	7,105,190,366	6,932,489,109	172,701,256	2%	126.8	6	24%
Reedley City of	1,302,000,000	1,109,000,000	193,000,000	15%	126.9	6	24%
Ontario City of	8,782,999,363	8,499,508,622	283,490,741	3%	126.9	6	24%
Valencia Water Company	7,817,224,611	6,780,899,767	1,036,324,844	13%	127.0	6	24%
Groveland Community Services District	127,297,632	96,625,396	30,672,236	24%	127.5	6	24%
Eureka City of	860,874,000	799,778,000	61,096,000	7%	128.1	6	24%
North Marin Water District	2,457,000,000	1,986,810,000	470,190,000	19%	129.1	6	24%
City of Newman Water Department	559,946,000	448,854,000	111,092,000	20%	129.2	6	24%
Tuolumne Utilities District	1,441,240,862	992,152,425	449,088,437	31%	129.3	6	24%
Golden State Water Company Simi Valley	1,830,698,487	1,657,215,187	173,483,300	9%	129.9	6	24%

## Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Twentynine Palms Water District	666,765,336	641,552,256	25,213,080	4%	130.5	7	28%
Eastern Municipal Water District	22,059,815,756	21,154,600,492	905,215,264	4%	130.7	7	28%
South Pasadena City of	1,045,005,526	935,193,595	109,811,931	11%	131.0	7	28%
California Water Service Company Oroville	830,595,287	682,007,037	148,588,251	18%	131.6	7	28%
Healdsburg City of	540,150,000	446,810,000	93,340,000	17%	131.9	7	28%
Burbank City of	4,712,137,486	4,362,205,638	349,931,847	7%	132.2	7	28%
Arroyo Grande City of	776,210,684	654,635,517	121,575,167	16%	132.4	7	28%
San Juan Capistrano City of	2,040,416,466	1,962,283,810	78,132,655	4%	133.3	7	28%
Garden Grove City of	6,584,316,860	6,185,605,054	398,711,806	6%	133.6	7	28%
Del Oro Water Company	369,631,917	306,051,990	63,579,927	17%	134.3	7	28%
Humboldt Bay Municipal Water District	146,056,000	148,820,000	-2,764,000	-2%	134.5	7	28%
Tracy City of	4,529,625,694	3,497,663,768	1,031,961,925	23%	134.6	7	28%
Riverside City of	17,427,511,870	15,956,944,380	1,470,567,490	8%	135.3	7	28%
West Kern Water District	4,045,106,581	3,679,048,346	366,058,235	9%	135.4	7	28%
Fullerton City of	7,215,373,767	6,969,105,034	246,268,733	3%	136.8	7	28%
Lincoln Avenue Water Company	613,030,807	557,668,649	55,362,157	9%	137.2	7	28%
La Habra City of Public Works	2,397,728,848	2,535,032,864	-137,304,016	-6%	137.5	7	28%
Newport Beach City of	4,220,349,478	3,924,557,845	295,791,633	7%	137.8	7	28%
Carlsbad Municipal Water District	4,342,002,850	4,259,269,173	82,733,677	2%	138.6	7	28%
Pasadena City of	8,349,297,631	7,614,975,148	734,322,483	9%	139.0	7	28%
Truckee-Donner Public Utilities District	1,264,764,466	1,144,274,188	120,490,278	10%	139.4	7	28%
Contra Costa Water District	8,855,338,380	7,547,370,752	1,307,967,628	15%	139.9	7	28%
Shasta Lake City of	309,004,338	258,461,000	50,543,338	16%	140.2	7	28%
Suburban Water Systems Whittier/La Mirada	5,584,910,982	5,234,793,399	350,117,583	6%	141.1	7	28%
Antioch City of	4,642,068,000	4,042,923,000	599,145,000	13%	141.9	7	28%
South Tahoe Public Utilities District	1,641,227,000	1,550,474,000	90,753,000	6%	141.9	7	28%
Sonoma City of	583,798,675	494,362,234	89,436,441	15%	142.7	7	28%
San Gabriel Valley Fontana Water Company	10,907,224,816	10,188,722,419	718,502,397	7%	142.9	7	28%
West Sacramento City of	3,567,747,274	2,941,460,832	626,286,443	18%	143.0	7	28%
Tehachapi, City of	582,624,632	536,291,818	46,332,814	8%	143.7	7	28%
Davis City of	3,023,400,000	2,527,400,000	496,000,000	16%	143.9	7	28%
Benicia City of	1,543,102,018	1,217,315,761	325,786,257	21%	143.9	7	28%
California Water Service Company Dixon, City of	382,549,575	346,705,918	35,843,657	9%	144.3	7	28%
Sunnyslope County Water District	694,319,032	596,249,460	98,069,572	14%	144.6	7	28%
Roseville City of	8,448,024,096	6,930,859,852	1,517,164,244	18%	145.1	7	28%
Elk Grove Water Service	1,982,552,982	1,615,618,816	366,934,166	19%	145.3	7	28%
Paso Robles City of	1,705,474,000	1,511,094,000	194,380,000	11%	146.1	7	28%
Elsinore Valley Municipal Water District	6,567,437,756	6,285,445,931	281,991,825	4%	146.3	7	28%

## Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Sacramento City of	28,979,000,000	23,440,000,000	5,539,000,000	19%	146.4	7	28%
Walnut Valley Water District	5,119,451,770	4,877,344,159	242,107,610	5%	146.4	7	28%
Rialto City of	2,544,482,555	2,596,683,954	-52,201,399	-2%	146.8	7	28%
Diablo Water District	1,487,225,000	1,338,770,000	148,455,000	10%	147.7	7	28%
Patterson City of	1,040,156,104	948,595,320	91,560,784	9%	148.3	7	28%
San Dieguito Water District	1,583,703,106	1,621,176,020	-37,472,914	-2%	148.4	7	28%
Orange City of	7,732,617,288	7,437,395,896	295,221,393	4%	148.7	7	28%
California Water Service Company Kern River Valley	222,882,376	201,376,182	21,506,194	10%	148.9	7	28%
San Bernardino City of	11,535,034,614	10,722,937,586	812,097,028	7%	149.1	7	28%
Suisun-Solano Water Authority	1,038,300,000	918,300,000	120,000,000	12%	150.0	7	28%
Cerritos City of	2,219,233,953	1,991,297,621	227,936,332	10%	153.6	7	28%
Sanger City of	1,552,776,000	1,422,246,000	130,530,000	8%	153.7	7	28%
Fresno City of	36,603,191,424	30,513,707,650	6,089,483,774	17%	154.2	7	28%
Monrovia City of	1,885,000,000	1,673,000,000	212,000,000	11%	154.6	7	28%
Covina City of	1,500,350,310	1,393,914,200	106,436,110	7%	154.7	7	28%
Lake Hemet Municipal Water District	2,880,852,466	2,579,961,258	300,891,208	10%	154.9	7	28%
Stockton City of	8,304,530,000	7,263,300,000	1,041,230,000	13%	155.0	7	28%
Jurupa Community Service District	6,546,170,411	6,107,698,865	438,471,545	7%	155.5	7	28%
Ventura County Waterworks District No. 8	5,424,122,854	4,896,895,245	527,227,609	10%	156.1	7	28%
Tustin City of	2,984,049,613	2,895,189,929	88,859,684	3%	156.5	7	28%
California-American Water Company Los Angeles District	5,579,752,754	5,179,473,602	400,279,151	7%	156.8	7	28%
San Clemente City of	2,270,663,084	2,331,434,375	-60,771,291	-3%	157.7	7	28%
Chino Hills City of	3,952,965,804	3,587,674,904	365,290,900	9%	157.8	7	28%
Rubidoux Community Service District	1,400,190,000	1,335,510,000	64,680,000	5%	157.9	7	28%
Arvin Community Services District	740,072,884	667,768,501	72,304,383	10%	157.9	7	28%
Rosamond Community Service District	719,200,000	712,000,000	7,200,000	1%	158.1	7	28%
Golden State Water Company San Dimas	3,063,589,946	2,950,649,842	112,940,105	4%	159.0	7	28%
Apple Valley Ranchos Water Company	4,101,713,205	3,942,264,436	159,448,769	4%	159.8	7	28%
Hanford City of	3,229,776,700	2,793,029,816	436,746,884	14%	160.0	7	28%
Santa Paula City of	1,218,270,506	1,081,725,724	136,544,782	11%	160.2	7	28%
Morgan Hill City of	2,262,311,000	1,786,089,000	476,222,000	21%	161.3	7	28%
North Tahoe Public Utility District	350,120,000	332,141,000	17,979,000	5%	161.7	7	28%
Atascadero Mutual Water Company	1,291,000,000	1,056,900,000	234,100,000	18%	163.0	7	28%
Thousand Oaks City of	3,106,634,920	2,792,709,655	313,925,265	10%	163.7	7	28%
Victorville Water District	4,985,852,685	4,486,322,447	499,530,238	10%	164.4	7	28%
Fillmore City of	482,079,202	446,216,000	35,863,202	7%	165.6	7	28%
Nipomo Community Services District	665,258,273	527,032,098	138,226,175	21%	165.6	7	28%
Ramona Municipal Water District	1,087,105,531	1,049,746,665	37,358,866	3%	165.9	7	28%

## Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Ceres City of	1,985,969,000	1,848,968,000	137,001,000	7%	166.1	7	28%
El Dorado Irrigation District	10,044,044,386	7,600,810,386	2,443,234,000	24%	166.2	7	28%
Newhall County Water District	2,611,216,927	2,326,139,289	285,077,638	11%	166.5	7	28%
California Water Service Company Willows	364,301,895	318,682,696	45,619,200	13%	168.6	7	28%
East Valley Water District	5,405,695,956	4,782,879,831	622,816,125	12%	169.4	7	28%
Joshua Basin Water District	409,078,118	382,604,644	26,473,473	6%	169.5	7	28%
Imperial, City of	687,420,000	671,127,000	16,293,000	2%	171.6	8	32%
Manteca City of	3,844,580,000	3,212,645,000	631,935,000	16%	172.0	8	32%
Ventura County Waterworks District No 1	2,688,665,294	2,241,890,403	446,774,892	17%	172.0	8	32%
Dinuba City of	1,126,830,000	977,550,000	149,280,000	13%	172.3	8	32%
Madera City of	2,268,235,000	2,115,715,000	152,520,000	7%	173.5	8	32%
California Water Service Company Los Altos/Suburban	3,714,706,268	3,136,645,836	578,060,431	16%	173.8	8	32%
Hesperia Water District City of	3,676,581,651	3,538,094,794	138,486,856	4%	174.6	8	32%
Castaic Lake Water Agency Santa Clarita Water Division	7,358,051,073	6,493,567,237	864,483,836	12%	174.8	8	32%
Brentwood City of	3,038,220,000	2,663,210,000	375,010,000	12%	174.9	8	32%
San Jacinto City of	756,372,530	651,046,816	105,325,714	14%	176.1	8	32%
La Verne City of	2,094,159,141	1,955,656,970	138,502,171	7%	176.5	8	32%
Rincon Del Diablo Municipal Water District	1,766,766,437	1,514,883,284	251,883,153	14%	179.2	8	32%
Mission Springs Water District	2,072,832,166	1,979,439,888	93,392,277	5%	179.4	8	32%
Banning City of	2,219,758,574	2,058,002,667	161,755,907	7%	179.4	8	32%
Brawley City of	1,842,390,000	1,088,690,000	753,700,000	41%	179.5	8	32%
Cucamonga Valley Water District	12,916,078,335	12,778,430,872	137,647,463	1%	180.0	8	32%
Calaveras County Water District	1,468,843,000	1,200,100,000	268,743,000	18%	180.1	8	32%
Phelan Pinon Hills Community Services District	635,139,826	675,206,517	-40,066,691	-6%	181.6	8	32%
Porterville City of	3,123,277,400	2,849,237,200	274,040,200	9%	182.0	8	32%
Sacramento County Water Agency	9,991,675,171	8,451,666,395	1,540,008,776	15%	184.3	8	32%
California-American Water Ventura District	4,397,006,571	3,988,454,052	408,552,519	9%	184.6	8	32%
Blythe City of	806,370,000	811,680,000	-5,310,000	-1%	186.1	8	32%
Yreka, City of	593,290,000	519,800,000	73,490,000	12%	186.4	8	32%
Palmdale Water District	5,291,175,472	5,010,063,446	281,112,026	5%	187.2	8	32%
Yuba City City of	4,215,490,000	3,629,080,000	586,410,000	14%	188.2	8	32%
California Water Service Company Selma	1,492,399,536	1,239,212,977	253,186,559	17%	189.2	8	32%
Western Municipal Water District of Riverside	5,887,379,311	5,683,989,367	203,389,944	3%	189.2	8	32%
Riverbank City of	860,786,846	737,503,990	123,282,856	14%	191.2	8	32%
California Water Service Company Visalia	8,033,215,230	7,144,292,537	888,922,693	11%	191.7	8	32%
Hemet City of	1,116,063,947	1,045,970,047	70,093,900	6%	192.8	8	32%
Turlock City of	5,571,505,100	4,909,059,441	662,445,659	12%	193.9	8	32%
Corona City of	8,699,410,000	8,297,070,000	402,340,000	5%	194.3	8	32%

Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Trabuco Canyon Water District	764,121,596	767,705,962	-3,584,366	0%	194.9	8	32%
Triunfo Sanitation District / Oak Park Water Service	687,285,830	597,937,369	89,348,461	13%	195.6	8	32%
Lamont Public Utility District	993,121,000	914,688,000	78,433,000	8%	197.4	8	32%
California Water Service Company Bakersfield	18,863,864,960	16,841,305,153	2,022,559,807	11%	197.6	8	32%
Lemoore City of	1,967,044,000	1,783,354,000	183,690,000	9%	198.9	8	32%
Golden State Water Company Orcutt	1,941,781,239	1,705,636,709	236,144,529	12%	199.8	8	32%
Vacaville City of	4,536,829,418	3,868,833,993	667,995,425	15%	199.9	8	32%
Citrus Heights Water District	3,723,178,405	3,023,575,391	699,603,014	19%	201.4	8	32%
Poway City of	2,984,245,124	2,893,299,991	90,945,133	3%	201.7	8	32%
Livingston City of	1,870,481,000	1,810,513,000	59,968,000	3%	204.2	8	32%
Los Angeles County Public Works Waterworks District 40	12,870,711,018	11,980,791,220	889,919,798	7%	205.5	8	32%
Galt City of	1,302,667,000	1,052,546,000	250,121,000	19%	207.1	8	32%
Placer County Water Agency	7,686,123,771	6,395,079,193	1,291,044,578	17%	207.2	8	32%
Lee Lake Water District	760,491,304	738,717,756	21,773,548	3%	208.1	8	32%
San Bernardino County Service Area 70	457,322,702	431,251,330	26,071,373	6%	209.6	8	32%
California Water Service Company Chico District	6,759,462,002	5,680,893,778	1,078,568,223	16%	210.4	8	32%
Linda County Water District	971,706,000	880,037,000	91,669,000	9%	211.0	8	32%
West Valley Water District	5,029,549,361	4,747,557,536	281,991,825	6%	212.3	8	32%
Golden State Water Company Claremont	2,873,781,490	2,604,204,605	269,576,886	9%	213.2	8	32%
Folsom City of	5,476,678,514	4,592,545,306	884,133,208	16%	213.7	8	32%
Sierra Madre City of	616,142,059	546,575,118	69,566,941	11%	214.5	8	32%
Tulare, City of	4,805,328,900	4,324,313,800	481,015,100	10%	214.8	8	32%
Indio City of	5,340,000,000	5,006,100,000	333,900,000	6%	215.7	9	36%
Oakdale City of	1,417,000,000	1,139,000,000	278,000,000	20%	215.9	9	36%
Fallbrook Public Utility District	3,340,661,415	3,012,268,347	328,393,068	10%	217.3	9	36%
Kerman, City of	880,465,000	769,624,000	110,841,000	13%	217.9	9	36%
Exeter City of	600,332,681	535,287,408	65,045,273	11%	218.8	9	36%
Georgetown Divide Public Utilities District	512,901,000	410,416,000	102,485,000	20%	219.7	9	36%
Yorba Linda Water District	5,380,523,933	5,128,021,662	252,502,271	5%	220.2	9	36%
Rubio Canyon Land and Water Association	561,116,157	508,002,375	53,113,783	9%	220.8	9	36%
Sacramento Suburban Water District	9,630,759,000	8,318,514,000	1,312,245,000	14%	222.5	9	36%
Corcoran City of	1,162,447,000	950,206,000	212,241,000	18%	223.7	9	36%
Norco City of	2,009,949,357	1,856,691,656	153,257,702	8%	224.2	9	36%
Golden State Water Company Cordova	4,051,962,495	3,483,514,680	568,447,814	14%	224.5	9	36%
Monterey Park City of	649,960,000	594,880,000	55,080,000	8%	224.9	9	36%
Winton Water & Sanitary District	432,243,000	400,904,000	31,339,000	7%	228.3	9	36%
Montecito Water District	1,577,349,003	836,688,709	740,660,294	47%	228.9	9	36%
Camrosa Water District	2,469,015,365	2,141,221,863	327,793,502	13%	229.3	9	36%



## Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Wasco City of	1,096,680,000	952,170,000	144,510,000	13%	231.1	9	36%
Olivenhain Municipal Water District	5,326,497,766	5,149,755,952	176,741,814	3%	232.4	9	36%
Upland City of	5,523,683,657	5,024,215,355	499,468,301	9%	234.9	9	36%
Clovis City of	6,737,008,000	6,080,852,000	656,156,000	10%	235.2	9	36%
Beverly Hills City of	2,984,049,613	2,900,957,499	83,092,114	3%	235.9	9	36%
Lodi City of Public Works Department	3,904,230,000	3,932,720,000	-28,490,000	-1%	235.9	9	36%
Los Angeles County Public Works Waterworks District 29	2,383,427,229	2,356,081,777	27,345,452	1%	236.0	9	36%
Loma Linda City of *	1,379,990,569	1,323,839,525	56,151,044	4%	236.0	9	36%
Shafter City of	1,350,000,000	1,154,000,000	196,000,000	15%	236.5	9	36%
Fruitridge Vista Water Company	1,000,084,300	823,053,400	177,030,900	18%	238.3	9	36%
Paradise Irrigation District	1,721,400,000	1,355,900,000	365,500,000	21%	240.8	9	36%
Glendora City of	3,108,798,089	3,089,127,284	19,670,805	1%	242.0	9	36%
Carmichael Water District	2,598,570,000	2,107,250,000	491,320,000	19%	242.5	9	36%
Rainbow Municipal Water District	3,976,593,060	3,760,749,074	215,843,985	5%	243.0	9	36%
Modesto, City of	15,589,770,183	13,698,086,925	1,891,683,258	12%	245.9	9	36%
Pinedale County Water District	267,792,348	224,289,932	43,502,416	16%	247.1	9	36%
Lincoln City of	2,592,190,000	2,158,050,000	434,140,000	17%	251.0	9	36%
California Water Service Company Bear Gulch	3,623,142,017	3,228,861,790	394,280,227	11%	252.5	9	36%
Los Banos, City of	2,053,870,000	1,905,101,000	148,769,000	7%	253.0	9	36%
Redding City of	7,109,010,000	5,934,100,000	1,174,910,000	17%	253.8	9	36%
Riverside Highland Water Company	971,591,200	889,248,544	82,342,656	8%	253.8	9	36%
California Water Service Company Palos Verdes	5,184,622,055	4,979,661,507	204,960,548	4%	255.4	9	36%
Olivehurst Public Utility District	1,161,641,529	959,245,393	202,396,137	17%	256.0	9	36%
San Bernardino County Service Area 64	758,722,238	679,807,540	78,914,699	10%	257.8	9	36%
Anderson, City of	572,342,000	498,676,000	73,666,000	13%	260.0	9	36%
Rio Vista, city of	641,312,000	606,333,000	34,979,000	5%	260.9	9	36%
Golden State Water Company Ojai	564,830,864	487,636,661	77,194,203	14%	261.0	9	36%
Indian Wells Valley Water District	1,861,884,000	1,789,365,000	72,519,000	4%	263.5	9	36%
Yucaipa Valley Water District	2,981,840,000	2,837,629,000	144,211,000	5%	265.1	9	36%
Casitas Municipal Water District	777,155,653	678,096,820	99,058,834	13%	265.7	9	36%
Nevada Irrigation District	2,750,729,000	2,339,997,000	410,732,000	15%	267.8	9	36%
Beaumont-Cherry Valley Water District	3,172,199,486	3,139,252,648	32,946,838	1%	269.7	9	36%
East Niles Community Service District	2,504,168,216	2,213,508,744	290,659,473	12%	271.8	9	36%
Fair Oaks Water District	3,068,959,978	2,450,034,519	618,925,459	20%	274.1	9	36%
Discovery Bay Community Services District	986,000,000	808,000,000	178,000,000	18%	276.3	9	36%
Rio Linda - Elverta Community Water District	770,017,391	629,595,315	140,422,076	18%	278.1	9	36%
East Orange County Water District	247,060,552	225,554,358	21,506,194	9%	278.2	9	36%
Bakersfield City of	11,705,594,680	10,744,390,565	961,204,114	8%	279.9	9	36%

Urban Water Suppliers and Regulatory Framework Tiers to Achieve 25% Use Reduction

Supplier Name	Total Water Production		Total Water Saved (Jun-14 - Feb-15, compared to 2013, gallons)	Percent Saved (Jun-14 - Feb-15, compared to 2013)	Jul-Sep 2014 R- GPCD	Tier	Conservation Standard
	2013 (Jun - Feb)	2014/15 (Jun-14 - Feb-15)					
Valley Center Municipal Water District	6,829,813,325	6,798,466,417	31,346,907	0%	291.2	9	36%
Red Bluff City of	904,393,249	764,891,212	139,502,037	15%	294.3	9	36%
California Water Service Company Antelope Valley	186,061,165	216,691,199	-30,630,034	-16%	296.7	9	36%
Merced City of	6,872,130,000	6,271,910,000	600,220,000	9%	298.8	9	36%
Bakman Water Company	1,032,655,497	893,235,946	139,419,551	14%	302.2	9	36%
Las Virgenes Municipal Water District	5,714,163,209	5,470,784,778	243,378,431	4%	304.8	9	36%
Oildale Mutual Water Company	2,485,920,537	2,317,129,497	168,791,039	7%	306.4	9	36%
California City City of	1,192,746,563	1,264,824,899	-72,078,336	-6%	307.0	9	36%
Atwater City of	2,358,960,000	1,821,770,000	537,190,000	23%	308.1	9	36%
Redlands City of	7,033,861,488	6,969,114,810	64,746,679	1%	313.2	9	36%
Ripon City of	1,431,002,833	1,223,409,134	207,593,699	15%	316.1	9	36%
Arcadia City of	4,352,404,027	4,033,916,843	318,487,185	7%	318.5	9	36%
Hillsborough Town of	877,331,034	658,647,771	218,683,262	25%	324.5	9	36%
Quartz Hill Water District	1,430,054,382	1,276,190,597	153,863,785	11%	326.9	9	36%
Madera County	891,468,716	660,496,910	230,971,806	26%	328.1	9	36%
Orange Vale Water Company	1,274,470,101	1,008,190,832	266,279,269	21%	332.3	9	36%
Kingsburg, City of	1,009,319,000	825,793,000	183,526,000	18%	332.5	9	36%
California Water Service Company Westlake	2,085,449,133	1,928,388,745	157,060,388	8%	336.7	9	36%
Rancho California Water District	16,377,618,572	16,074,902,597	302,715,976	2%	349.1	9	36%
Susanville City of	560,250,000	602,070,000	-41,820,000	-7%	382.7	9	36%
Bella Vista Water District	3,596,422,200	1,864,847,717	1,731,574,483	48%	386.3	9	36%
Valley Water Company	999,093,060	898,861,161	100,231,899	10%	401.2	9	36%
Golden State Water Company Cowan Heights	703,676,157	691,163,462	12,512,695	2%	401.6	9	36%
Desert Water Agency	8,823,730,792	8,310,188,943	513,541,849	6%	416.0	9	36%
South Feather Water and Power Agency	1,435,400,000	1,292,100,000	143,300,000	10%	466.1	9	36%
Coachella Valley Water District	28,323,853,249	27,188,261,025	1,135,592,223	4%	475.1	9	36%
San Juan Water District	3,594,268,324	2,773,624,539	820,643,785	23%	476.8	9	36%
Vaughn Water Company	3,206,837,858	2,989,389,519	217,448,339	7%	507.0	9	36%
Serrano Water District	829,682,903	749,230,186	80,452,717	10%	539.2	9	36%
Santa Fe Irrigation District	2,820,156,121	2,869,480,251	-49,324,131	-2%	604.7	9	36%
Myoma Dunes Mutual Water Company	757,700,108	707,153,944	50,546,164	7%	613.7	9	36%





# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

**Meeting Date:** 06/01/2015  
**Subject:** CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.  
**Submitted For:** TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,  
**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, 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 recommendations are underlined in the report below. This report includes three sections, 1) LOCAL, 2) STATE, and 3) FEDERAL.

#### **1) LOCAL**

**A) The Contra Costa Transportation Authority's (CCTA) 2014 Countywide Transportation Plan (CTP) and Proposed Transportation Expenditure Plan (TEP)** (This is a standing item for the foreseeable future).

The CCTA is in the process of developing both the 2014 Countywide Transportation Plan (CTP) and a Transportation Expenditure Plan (TEP). A TEP is a statutorily required component of a transportation sales tax. As the TWIC has discussed at past meetings, the development of the CTP resulted in a dialog regarding the need for additional revenue. The outcome of those discussions was to initiate the process to go to the ballot in November 2016 with a new transportation sales tax. The CCTA Board approved this activity at their March, 2015 meeting.

CCTA has recently released an updated schedule for the development of both the CTP and the TEP (Attached and included below for convenience). Also released was supporting information relative to the TEP process including:

- Final "Principles for a New Transportation Expenditure Plan" document discussed at TWIC in May
- Structure and membership of an oversight body, the Expenditure Plan Advisory Committee (EPAC), and
- A request for projects and programs for consideration in the development of a TEP.

All materials are attached for the consideration and discussion by TWIC.

Staff is developing an approach for internal, countywide coordination on this effort and will discuss the approach at the June TWIC meeting.

The CTP/TEP schedule is as follows:

<b>DATE</b>	<b>TEP</b>	<b>CTP</b>
June - November 2015	Work with EPAC, RTPCs and other stakeholders to develop a Discussion Draft TEP	Evaluate the performance of large projects and programs using MTC's Performance Targets
November 2015	Authority releases Discussion Draft TEP for public review	Revise CTP and SEIR to incorporate Discussion Draft TEP
November - January 2016	Ongoing Outreach / TEP Adjustments	Authority releases Discussion Draft TEP for public review
January 2016	CCTA approves Final Draft TEP for review and approval by cities and the County	CCTA releases Draft SEIR and Draft CTP for public review
February - April 2016	Ongoing outreach / cities and County approval of Final Draft TEP	45 Day Public Review Period
April 2016		Prepare responses to comments and prepare final
May 2016	CCTA Certifies Final CTP SEIR, Adopts Final CTP, Adopts Final TEP, and forwards final Expenditure Plan and Ordinance to cities/County for review and approval.	
May - June 2016	Cities and County approve final Expenditure Plan and Ordinance	

July 2016	CCTA forwards Final TEP to BOS for consideration on the Nov 2016 ballot	Publish Final CTP
July - November 2016	Educational Outreach	
November 2016	Election Day	

**RECOMMENDATION:** Discuss CCTA's CTP and TEP processes, internal coordination and DIRECT staff as appropriate.

## **2) STATE**

The June state report will be largely be verbal, legislative activities are currently too fluid to make a written report practical.

As is our practice, a complete table of tracked legislation is attached to this report to facilitate any dialog necessary. A high-priority subset of the complete list is also attached to this report.

Mark Watts, the County's legislative advocate, and County staff will be present at the meeting to provide the verbal report.

**RECOMMENDATION:**The Committee should DISCUSS state legislative activities of interest to the County and take ACTION as appropriate.

## **3) FEDERAL**

On Tuesday May 19th, the House of Representatives voted to extend MAP-21 (Moving Ahead for Progress in the 21st Century) by two months. MAP-21 is the primary funding and authorization mechanism for surface transportation spending at the federal level. Without an extension, MAP-21 will expire on May 31, 2015. If the Senate approves the extension, the President has indicated that he will sign the bill in to law.

**RECOMMENDATION:**DISCUSS that status of federal transportation funding legislation and take ACTION as appropriate.

### **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):**

No fiscal impact.

## **Attachments**

CCTA Material Re TEP-CTP

Positions on Legislation of Interest - 2015

June 2015 TWIC Tracked Legislation

---

## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** May 20, 2015

<b>Subject</b>	<b>Approval of Principles for Development of a Transportation Expenditure Plan (TEP)</b>
<b>Summary of Issues</b>	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. A first draft of the principles was presented by staff at the April 15, 2015 Authority Board Meeting. Comments provided at that meeting have been incorporated into an updated proposed set of principles.
<b>Recommendations</b>	Staff seeks Authority approval of the Principles for Development of a Transportation Expenditure Plan (Principles).
<b>Financial Implications</b>	There is no cost to approve the Principles. However, development of the TEP requires considerable staff and consultant support, as well as other anticipated costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder. Staff and our consultant team continue to develop a detailed work program and budget to finalize development of a TEP for discussion at a future Authority meeting.
<b>Options</b>	<ol style="list-style-type: none"> <li>1. Modify the proposed Principles.</li> <li>2. Do not proceed with TEP effort.</li> </ol>
<b>Attachments</b>	<ol style="list-style-type: none"> <li>A. Principles for Development of a Transportation Expenditure Plan.</li> <li>B. Principles for Development of a Transportation Expenditure Plan showing edits to the version discussed at the April 15 Authority meeting.</li> </ol>
<b>Changes from Committee</b>	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.

## **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.

Draft Principles were presented for consideration at the Authority's April 15, 2015 meeting. Comments were provided and staff was directed to revise the Principles to incorporate comments. Attachment A is the proposed Principles for adoption. Attachment B is the same document with the changes from the version discussed in April shown in "track changes" format.

Staff and the Authority's consultant team are discussing the draft Principles at initial meetings with Regional Transportation Planning Committees (RTPCs) and other stakeholders. Staff will update the Authority on comments received from the RTPCs and other stakeholders.

# Contra Costa Transportation Authority

## Principles for Development of a Transportation Expenditure Plan

*May 20, 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 update underway includes 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.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that provides widespread benefit for all people and areas of Contra Costa, promotes a healthy environment and strong economy, results in a reduction of greenhouse gas emissions and per capita vehicle miles travelled, supports transportation for livable communities' projects, and addresses future demographic and technological change and innovation.
6. **Public Health and Safety.** The Contra Costa Transportation Authority will ensure that the Transportation Expenditure Plan promotes a policy that results in the reduction of transportation impacts on the environment and provides complementary public health and safety benefits.
7. **Maintenance of the Existing System.** Maintain the existing local roads, 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.

10. **Innovation and Technology.** Embrace innovation and utilize technology to accelerate and enhance transportation services.

DRAFT

## Contra Costa Transportation Authority Principles for Development of a Transportation Expenditure Plan

~~April 15, 2015~~

May 20, 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~~ update in 2014 underway 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 ~~The Contra Costa Transportation Authority~~ will seek to develop a Transportation Expenditure Plan that provides widespread ~~benefits for all people and areas of Contra Costa, to provide~~ promotes a healthy ~~environment and strong economy, considering impact on~~ results in a reduction of vehicle ~~miles travelled and greenhouse gas emissions and per capita vehicle miles travelled,~~ supporting transportation for livable communities' projects, while accounting for and addresses ~~future demographic and technological change and innovation.~~
6. **Public Health and Safety.** The Contra Costa Transportation Authority will ensure that ~~the Transportation Expenditure Plan promotes a~~ recognizes that transportation policy ~~can that results in the~~ a reduction of transportation impacts on the environment and provides complementary public health and safety benefits.
7. **Maintenance of the Existing System.** Maintain the existing highway, local ~~roads, 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.

10. **Innovation and Technology.** Embrace innovation and utilize technology to accelerate and enhance transportation services.

DRAFT

***This Page Intentionally Blank***



## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** May 20, 2015

<b>Subject</b>	<b>Approval of Revised Schedule for the 2014 Countywide Transportation Plan (CTP) to Align with Proposed Transportation Expenditure Plan (TEP) Schedule</b>
<b>Summary of Issues</b>	While the CTP and TEP involve separate approval processes, staff recommends treating the CTP and the TEP as part of the same overall CEQA “project” and analyzing their impacts together in one CEQA document. The proposed process involves performing an analysis of large projects using MTC's performance targets. The results of this analysis will be provided to the Regional Transportation Planning Committees (RTPCs), the Expenditure Plan Advisory Committee (EPAC) being created to assist in the development of a TEP, and other stakeholders. The schedule for the 2014 CTP has been revised accordingly for Authority review and approval.
<b>Recommendations</b>	Review and approve the proposed revised schedule for the 2014 CTP.
<b>Financial Implications</b>	The proposed revised CTP schedule entails additional staff time and consultant costs, to be presented at the June 3 Planning Committee meeting.
<b>Options</b>	1. Revise proposed CTP schedule
<b>Attachments</b>	A. MTC’s Project Performance Targets
<b>Changes from Committee</b>	N/A

## **Background**

The previous 2014 CTP adoption schedule had the Authority finalizing the CTP in March 2015, prior to commencing a TEP process. Based upon comments received, staff now recommends an approach that would treat the CTP and the TEP as part of the same overall CEQA “project” and analyze their impacts together in one CEQA document. Performing activities needed to complete the CTP concurrently with development of a TEP will provide additional analysis of project performance for consideration by the RTPCs and EPAC.

This would involve revising technical studies to account for the impacts of the recently revised CTP project list and forthcoming TEP; evaluating projects and programs using MTC’s performance targets (see Attachment A); identifying a financially constrained list (TEP + potential other projects on a 2040 horizon year); analyzing differences in impacts between the Comprehensive Transportation Project List (CTPL) and the financially constrained TEP list; acknowledging any new potential significant impacts; and recirculating SEIR.

## **Anticipated Schedule**

Following is a proposed schedule that aligns the CTP completion and TEP development processes with the completion of CEQA review. Under this schedule, consideration and potential certification of the SEIR and approval of the CTP and TEP could occur concurrently – with a potential May 2016 certification/approval date.

<b>Date</b>	<b>TEP</b>	<b>CTP</b>
June – Nov 2015	Work with EPAC, RTPCs and other stakeholders to develop a Discussion Draft TEP	Evaluate the performance of large projects and programs using MTC’s Performance Targets
Nov 18, 2015	Authority releases Discussion Draft TEP for public review	Revise CTP and SEIR to incorporate Discussion Draft TEP
Nov – Jan 2016	Ongoing Outreach / TEP Adjustments	

Date	TEP	CTP
Jan 20, 2016	CCTA approves Final Draft TEP for review and approval by cities and the County	CCTA releases Draft SEIR and Draft CTP for public review
Feb – April 2016	Ongoing outreach / cities and County approval of Final Draft TEP	45-day public review period
April 2016		Prepare responses to comments and prepare final
May 18, 2016	CCTA Certifies Final CTP SEIR, Adopts Final CTP, Adopts Final TEP, and forwards final Expenditure Plan and Ordinance to cities/County for review and approval.	
May – June, 2016	Cities and County approve final Expenditure Plan and Ordinance	
July 20, 2016	CCTA forwards Final TEP to BOS for consideration on the Nov 2016 ballot	Publish Final CTP
July - Nov 2016	Educational Outreach	
Nov 8, 2016	Election Day	

**PERFORMANCE TARGETS  
PLAN BAY AREA – JULY 2013**

Attachment A

Target No.	Goal	Description
1	Climate Protection	<b>Target #1:</b> Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15 percent.
2	Adequate Housing	<b>Target # 2:</b> House 100 percent of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.
3	Healthy and Safe Communities Reduce Particulate Matter	<b>Target # 3a:</b> Reduce premature deaths from exposure to fine particulates (PM <sub>2.5</sub> ) by 10 percent.
		<b>Target # 3b:</b> Reduce coarse particulate emissions (PM <sub>10</sub> ) by 30 percent.
		<b>Target # 3c:</b> Achieve greater reductions in highly impacted areas.
4	Reduce Injuries and Fatalities from Collisions	<b>Target # 4:</b> Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
5	Active Transport	<b>Target # 5:</b> Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day).
6	Open Space and Agricultural Land	<b>Target # 6:</b> Direct all non-agricultural development within the year 2010 urban footprint (existing urban development and urban growth boundaries).
7	Equitable Access	<b>Target # 7:</b> Decrease by 10 percentage points (to 56 percent from 66 percent) the share of low-income and lower-middle income residents' household income consumed by transportation and housing.
8	Economic Vitality	<b>Target # 8:</b> Increase gross regional product (GRP) by 110 percent – an average annual growth rate of approximately 2 percent (in current dollars).
9	Transportation System Effectiveness Increase Non-Auto Mode Share	<b>Target # 9a:</b> Increase non-auto mode share by 10 percentage points (to 26 percent of trips).
	Reduce VMT per Capita	<b>Target # 9b:</b> Decrease automobile vehicle miles traveled (VMT) per capita by 10 percent.
10	Transportation System Effectiveness Local Road Maintenance	<b>Target # 10a:</b> Increase local road pavement condition index (PCI) to 75 or better.
	Highway Maintenance	<b>Target # 10b:</b> Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles.
	Transit Maintenance	<b>Target # 10c:</b> Reduce the share of transit assets past their useful life to 0 percent.

## **Contra Costa Transportation Authority STAFF REPORT**

**Meeting Date:** May 20, 2015

<b>Subject</b>	<b>Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committee (RTPC) Funding Targets, and Initiate the TEP Call for Projects</b>
<b>Summary of Issues</b>	<p>Section 180200 et seq. of the California Public Utilities Code states that a transportation sales tax shall 1) provide the tax rate, 2) specify the period during which the tax shall be imposed, and 3) specify the purposes for which the revenue derived from the tax will be used. To start the discussion, staff recommends assuming a half-cent sales tax rate for a period of 25 years that would take effect on April 1, 2017 if passed in November 2016.</p> <p>Using the recommended measure terms, staff is also proposing to now initiate the TEP Call for Projects to the RTPCs to collect information about candidate projects and programs to be included in a draft TEP.</p>
<b>Recommendations</b>	Approve the time period of the proposed new tax, resulting revenue estimate and initiate the TEP Call for Projects to the RTPCs.
<b>Financial Implications</b>	A new half-cent sales tax would generate approximately \$2.3 billion in current dollars over a 25-year period
<b>Options</b>	Establish an alternative process for carrying out the Call for Projects and/or approve different revenue scenario
<b>Attachments</b>	<p><b>A.</b> Revenue estimates from a new half-cent sales tax</p> <p><b>B.</b> Draft TEP Call for Projects to the RTPCs</p>
<b>Changes from Committee</b>	N/A

## **Background**

At its meeting of March 18, 2015, the Authority directed staff to undertake tasks to develop a Transportation Expenditure Plan (TEP) for possible consideration on a ballot as early as November 2016. The Authority asked staff to engage and seek input from all affected stakeholders, including the Regional Transportation Planning Committees (RTPCs), Authority standing advisory committees, a proposed Expenditure Plan Advisory Committee (EPAC), and the general public on development of a Draft TEP.

## **New Measure Time Frame and Financial Constraints**

To start the discussion, the Authority is assuming similar terms to Measure J where the new measure would increase the sales tax by ½ percent for 25 years, starting on April 1, 2017 and ending on March 31, 2042 if the new measure is passed in November 2016. Such a measure would be expected to raise approximately \$2.3 billion in constant dollars. **Attachment A** provides the revenue estimates for 17 years (to coincide with expiration of Measure J), as well as 20, 25, and 30-year measures along with their expiration dates. Staff's recommendation for a 25-year period is to provide additional years beyond the expiration of Measure J.

The revenue estimate is based on the same financial assumptions proposed for the development of the 2015 Measure J Strategic Plan, using the forecast updated in April 2015 by Economic and Planning Systems (EPS), Inc. For a 25-year measure, the average annual growth rate in constant dollars is forecasted at 0.9%, while the inflation rate is assumed at 2.75% for this revenue estimate.

Under Measure J, each subregion share of projected revenues was based on its population at the midpoint of the measure. Staff recommends the same methodology be used for the proposed new measure. Based on ABAG's Projection 2013, each subregion population was estimated at 5-year intervals starting in 2015. For a new 25-year measure starting in 2017 and ending in 2042, year 2030 represents the midpoint of the new measure.

Population estimates for each subregion under different horizon years is shown in Table 1, while Table 2 shows each subregion share of revenues from a new 25-year measure.

**Table 1: Population Estimates by Subregion\***

Population	2015	2020	2025	2030	2035
TRANSPLAN	305,125	318,025	331,425	345,875	361,275
TRANSPAC	314,225	322,525	340,925	359,575	379,675
WCCTAC	249,625	260,725	272,225	284,775	298,075
SWAT	216,725	222,225	228,025	234,175	241,275
TOTAL	1,085,700	1,123,500	1,172,600	1,224,400	1,280,300

\* Based on ABAG Projection 2013.

**Table 2: Revenue Targets By Subregion**

Subregion	2030 Percentages POPULATION	25-year New Sales Tax Measure REVENUE ESTIMATE ( x 1,000 in constant \$ )
TRANSPLAN	28.25%	\$ 660,756
TRANSPAC	29.36%	\$ 686,929
WCCTAC	23.26%	\$ 544,032
SWAT	19.13%	\$ 447,366
TOTAL*	100.00%	\$ 2,339,083

\* may not add up due to rounding

## Call for Projects

The Authority is concurrently initiating a process to collect information for projects proposed for inclusion in MTC's 2017 Regional Transportation Plan (RTP). Consistent with the Authority's past practice, the RTPCs are being asked to establish priorities within the financial constraints of the RTP. This effort will allow each subregion to identify its priority projects/programs that are *not* expected to be funded from existing revenue sources during the 23-year RTP period (2018 – 2042) and are good candidates to be funded from a new measure.

Since the Authority's RTP submittal shall include all the projects, programmatic categories, and programs that the Authority might include in a new TEP, staff proposes to release a concurrent TEP Call for Projects where proposals for projects and programs priorities for the creation of the draft TEP will be collected for consideration. A draft Call for Projects is included in **Attachment B**.

The TEP Call for Projects requests each RTPC to provide by July 24, 2015 a list of priority projects and programs along with funding requests for each. The funding requests shall not exceed the RTPC revenue target shown in Table 2. The Authority will use input from the RTPCs, transit operators, EPAC and other advisory committees to establish a framework for a new TEP in Fall 2015.

Information about current allocations to Measure J programs, funding targets by RTPC, known shortfalls on ongoing and upcoming Measure J projects, along with polling results are included in the draft TEP Call for Projects.



Term	Fiscal Year <small>JULY 1 - JUNE 30</small>	Growth Rate based on YOES	1/2 c Sales Tax Rev. YOES (\$ x 1000)	1/2 c Sales Tax Rev. Constant \$ (\$ x 1000)	REVENUE PROJECTIONS UNDER VARIOUS NEW MEASURE TERMS (\$ 1,000)					
					Coinciding with Measure J 1/2 cent (starting April 1, 2017 through March. 31, 2034)	20 years @ 1/2 cent (starting April 1, 2017 through March 31, 2037)	25 years @ 1/2 cent (starting April 1, 2017 through March 31, 2042)	30 years @ 1/2 cent (starting April 1, 2017 through March 31, 2047)		
					YOES	Constant \$s	YOES	Constant \$s	YOES	Constant \$s
	2014		80,417		22,218	20,571	22,218	20,571	22,218	20,571
	2015		84,649		92,399	83,261	92,399	83,261	92,399	83,261
	2016	5.26%	88,872	80,492	96,066	84,249	96,066	84,249	96,066	84,249
1	2017	4.99%	96,066	88,872	99,879	85,248	99,879	85,248	99,879	85,248
2	2018	3.97%	99,879	88,872	103,717	86,155	103,717	86,155	103,717	86,155
3	2019	3.97%	103,717	88,872	107,575	86,968	107,575	86,968	107,575	86,968
4	2020	3.84%	107,575	88,872	111,576	87,789	111,576	87,789	111,576	87,789
5	2021	3.72%	111,576	88,872	115,726	88,617	115,726	88,617	115,726	88,617
6	2022	3.72%	115,726	88,872	120,030	89,453	120,030	89,453	120,030	89,453
7	2023	3.72%	120,030	88,872	124,496	90,298	124,496	90,298	124,496	90,298
8	2024	3.72%	124,496	88,872	129,127	91,150	129,127	91,150	129,127	91,150
9	2025	3.72%	129,127	88,872	133,929	92,010	133,929	92,010	133,929	92,010
10	2026	3.72%	133,929	88,872	138,911	92,878	138,911	92,878	138,911	92,878
11	2027	3.72%	138,911	88,872	144,078	93,754	144,078	93,754	144,078	93,754
12	2028	3.72%	144,078	88,872	149,402	94,617	149,402	94,617	149,402	94,617
13	2029	3.70%	149,402	88,872	154,883	95,463	154,883	95,463	154,883	95,463
14	2030	3.67%	154,883	88,872	160,567	96,318	160,567	96,318	160,567	96,318
15	2031	3.67%	160,567	88,872	166,451	97,175	166,451	97,175	166,451	97,175
16	2032	3.66%	166,451	88,872	172,551	98,040	172,551	98,040	172,551	98,040
17	2033	3.66%	172,551	88,872	178,874	98,912	178,874	98,912	178,874	98,912
18	2034	3.66%	178,874	88,872	185,428	99,793	185,428	99,793	185,428	99,793
19	2035	3.66%	185,428	88,872	192,223	100,681	192,223	100,681	192,223	100,681
20	2036	3.66%	192,223	88,872	199,267	101,577	199,267	101,577	199,267	101,577
21	2037	3.66%	199,267	88,872	206,569	102,481	206,569	102,481	206,569	102,481
22	2038	3.66%	206,569	88,872	214,139	103,393	214,139	103,393	214,139	103,393
23	2039	3.66%	214,139	88,872	221,986	104,313	221,986	104,313	221,986	104,313
24	2040	3.66%	221,986	88,872	230,121	105,241	230,121	105,241	230,121	105,241
25	2041	3.66%	230,121	88,872	238,554	106,178	238,554	106,178	238,554	106,178
26	2042	3.66%	238,554	88,872	247,295	107,123	247,295	107,123	247,295	107,123
27	2043	3.66%	247,295	88,872	256,357	108,076	256,357	108,076	256,357	108,076
28	2044	3.66%	256,357	88,872	265,752	109,038	265,752	109,038	265,752	109,038
29	2045	3.66%	265,752	88,872						
30	2046	3.66%								
SUM	2047				2,061,012	1,529,945	2,661,524	1,827,769	3,686,570	2,339,083
									4,913,707	2,873,559

Subregions Revenue Share From a 25-year Measure

2030-2035 Interim Measure Share of Total 25-year Measure			
CONSTANT \$	2030 Percentages		25-year Measure REVENUE
	POPULATION		
TRANSPAC	28.25%	\$	660,756
TRANSPAC	29.37%	\$	686,929
WCCTAC	23.26%	\$	544,032
SWAT	19.13%	\$	447,366
TOTAL*	100.00%	\$	2,339,083

\* may not add up due to rounding



CONTRA COSTA  
**transportation  
 authority**

**COMMISSIONERS**

Julie Pierce, Chair

Dave Hudson,  
 Vice Chair

Janet Abelson

Newell Arnerich

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

**Date:** May 21, 2015

**To:** Regional Transportation Planning Committees

**From:** Randell H. Iwasaki, Executive Director

**RE: Request to Submit Candidate Projects and Programs for Consideration  
 in the development of a DRAFT Transportation Expenditure Plan (TEP)  
 for a New Sales Tax Measure**

At its meeting of March 18, 2015, the Authority directed staff to undertake tasks to develop a Transportation Expenditure Plan (TEP) for consideration on a possible ballot as early as November 2016. The Authority asked staff to engage and seek input from all affected stakeholders, including the Regional Transportation Planning Committees (RTPCs), Authority standing advisory committees, a proposed Expenditure Plan Advisory Committee (EPAC), and the general public in development of a Draft TEP.

**New Measure Time Frame and Financial Constraints**

To start the discussion, the Authority is assuming the new measure would increase the sales tax by ½ percent for 25 years, starting on April 1, 2017 and ending on March 31, 2042. Such a measure would be expected to raise approximately \$2.3 billion in constant dollars. Exhibit A shows each subregion share based on its population at the midpoint of the new measure.

**Concurrent Activities**

On May 8, 2015 the Authority released the call for projects for MTC's Regional Transportation Plan (RTP). By aligning the TEP and RTP call for projects, each subregion will be provided the opportunity to identify its priority projects and programs that are not expected to be fully funded from existing revenue sources over the RTP period (2018-2042) and are good candidates to be funded from a new measure. Careful consideration should be given to existing Measure J projects that are not fully funded and do not have plans to fully fund from other existing revenue sources. A list of Measure J projects with funding shortfalls is included in Exhibit B.

2999 Oak Road  
 Suite 100  
 Walnut Creek  
 CA 94597  
 PHONE:  
 925.256.4700  
 FAX: 925.256.4701  
 www.ccta.net

Randell H. Iwasaki,  
 Executive Director

### **Specific Submittals**

The Authority requests each RTPC to submit a Summary Memo and Information Sheets by July 24, 2015 providing details on capital projects and programs it would like to be considered for the new expenditure plan, while not exceeding the RTPC funding target.

The Summary Memo should contain the following information:

1. **Regional and/or Countywide Projects:** A list of candidate projects or project categories (including potential project concepts) of regional and/or countywide significance, including estimated cost and prospective sales tax funding sought;
2. **Subregional and Local Projects:** A list of candidate projects or project categories (including potential project concepts) of sub-regional (i.e. within central, east, southwest, and west county sub-areas) and local significance, including estimated cost and prospective sales tax funding sought;
3. **Program Levels:** Proposed annualized funding levels for new and ongoing programs such as bus transit, paratransit, bicycle and pedestrian, Transportation for Livable Communities, and local streets and roads maintenance. Proposals should take into consideration infrastructure condition and needs in each subregion. The RTPCs are encouraged to invite transit operators, City County Engineers Advisory Committee of Contra Costa (CCEAC), and other groups to help assess the various needs in the county. For reference, Exhibit C contains percentages of annual sales tax revenue that each Measure J programs receives, and specific allocations in FY 2014-15.

In addition to the Summary Memo, an Information Sheet (Exhibit D) for each candidate project and program is requested. Where specific capital projects would be relatively small, or not well defined, aggregation of such individual projects into project categories is recommended to increase future flexibility, while still providing some specificity for the voters to consider. (For example, Measure J included East County Corridors and Interchange Improvements on Interstate 680 and SR 242.)

Polling results from a survey conducted by the Authority in March 2014 are included in Exhibit E. This information should help to determine which projects and programs resonate well with Contra Costa voters.

Transit Operators and other agencies should work with their respective RTPCs during this effort. The Authority will use input from the RTPCs, transit operators, EPAC and other advisory committees to establish a framework for a new TEP in Fall 2015.

Authority staff is available to meet with RTPCs and RTPC Technical Advisory Committees (TACs) to discuss this process and assist in initiating the call for projects. Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or Ross Chittenden at 925.256.4735.

Thank you in advance for your input.

*Attachments:*

- Exhibit A: Funding Target By Subregion
- Exhibit B: List of Measure J Project with Funding Shortfalls
- Exhibit C: Measure J Allocations to Programs
- Exhibit D: Information Sheet Form
- Exhibit E: Polling Results from March 2014

### Funding Targets by Subregion

CONSTANT \$	2030 Percentages POPULATION	25-year Measure REVENUE (x 1,000)
TRANSPLAN	28.25%	\$ 660,756
TRANSPAC	29.37%	\$ 686,929
WCCTAC	23.26%	\$ 544,032
SWAT	19.13%	\$ 447,366
TOTAL*	100.00%	\$ 2,339,083

\* may not add up due to rounding

## MEASURE J CAPITAL PROJECTS

(YOE Dollars x 1000)

	CALDECOTT TUNNEL FOURTH BORE	MEASURE J TOTAL	FUNDING SHORTFALL
1001	Caldecott Tunnel Fourth Bore	125,264	0
	<b>Subtotal</b>	<b>125,264</b>	<b>0</b>

	BART - EAST CONTRA COSTA EXTENSION	MEASURE J TOTAL	FUNDING SHORTFALL
2001	East Contra Costa Rail Extension (eBART)	138,340	0
2002	Pittsburg Center Station	2,905	0
	<b>Subtotal</b>	<b>141,245</b>	<b>0</b>

	STATE ROUTE 4 EAST WIDENING	MEASURE J TOTAL	FUNDING SHORTFALL
3001	SR 4 East Widening: Somersville Road to SR160	94,079	0
3003	SR4 East Widening: Loveridge Rd to Somersville Rd	30,643	0
	<b>Subtotal</b>	<b>124,674</b>	<b>0</b>

	CAPITOL CORRIDOR IMPROVEMENTS	MEASURE J TOTAL	FUNDING SHORTFALL	
4001	Hercules Rail Station	8,113	25000	*
4002	Martinez Intermodal Station - Phase 3	7,768	5000	*
	<b>Subtotal</b>	<b>15,979</b>	<b>30000</b>	

	EAST COUNTY CORRIDORS	MEASURE J TOTAL	FUNDING SHORTFALL
5002	SR4: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd	4,111	0
5003	SR4: Sand Creek Interchange - Phase 1	13,786	0
5005	SR4: Balfour Road Interchange - Phase 1	37,997	13000
5006	Vasco Road Safety Improvements - Phase 1 (CC County)	647	0
5010	SR4: Segments 1 and 3	25,001	0
	<b>Subtotal</b>	<b>102,184</b>	<b>13000</b>

	INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242	MEASURE J TOTAL	FUNDING SHORTFALL	
6001	I-680/SR4 Interchange Improvements - Phase 3	34,526	34000	
6001	I-680/SR4 Interchange Improvements - Phase 1, 2, 4, 5	-	324000	
6002/6004	SR242/Clayton Road Southbound Off-Ramp	4,940	46000	
6006	State Route 4 Operational Improvements	4,616	255000	*
	<b>Subtotal</b>	<b>44,082</b>	<b>659000</b>	

	I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.	MEASURE J TOTAL	FUNDING SHORTFALL
7002	I-80/San Pablo Dam Road Interchange Improvements - Phase 1	12,282	0
7002	I-80/San Pablo Dam Road Interchange Improvements - Phase 2	-	71000
7003	I-80/Central Avenue Interchange Improvements	11,593	9000
7005	I-80 Integrated Corridor Mobility	7,029	0

<b>Subtotal</b>	<b>30,904</b>	<b>80000</b>
-----------------	---------------	--------------

	<b>I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.</b>	<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>
8001	I-680 Carpool Lane Completion/Express Lanes (Central County)	32,007	0
8002	I-680 Southbound Carpool Lane Extension (Restripe)	2,023	0
8003	I-680 Direct Access Ramps	20,600	90000
<b>Subtotal</b>		<b>81,899</b>	<b>90000</b>

	<b>RICHMOND PARKWAY</b>	<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>
9001	Richmond Parkway Upgrade Study	136	0
9002	Richmond Parkway Maintenance/Upgrade	2,035	0
9003	Marina Bay Parkway Grade Separation	11,980	0
<b>Subtotal</b>		<b>14,151</b>	<b>0</b>

	<b>BART PARKING, ACCESS, and OTHER IMPROVEMENTS</b>	<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>
10001	BART Parking, Access and Other Improvements - Central County	14,339	0
10002	BART Parking, Access and Other Improvements - West County	16,809	0
10003	BART Parking, Access and Other Improvements - Southwest County	3,990	0
10004	BART Parking, Access and Other Improvements - East County	2,000	0
<b>Subtotal</b>		<b>37,138</b>	<b>0</b>

	<b>ADDITIONAL BUS TRANSIT ENHANCEMENT</b>	<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>
19002	WestCAT Transit Capital Improvements	1,079	0
<b>Subtotal</b>		<b>1,079</b>	<b>0</b>

	<b>MAJOR STREETS: TRAFFIC FLOW, SAFETY, &amp; CAPACITY IMPROV.</b>	<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>
24001	Marsh Creek Road Upgrade (Clayton)	1,188	0
24003	Pacheco Blvd Realignment and Widening (Contra Costa County)	5,930	19700
24004	Kirker Pass Road Truck Lanes - Northbound (Contra Costa County)	6,165	4300
24005	Court Street Overcrossing - Phase 1 (Martinez)	259	0
24006	Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	11,758	0
24007	Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	10,032	0
24008	<del>Waterworld Parkway Bridge (Concord)</del>	<del>3,135</del>	0
24009	Danville Major Streets Improvements (Danville)	3,552	0
24010	Olympic Blvd/Reliez Station Rd (Lafayette)	2,102	0
24011	Traffic Operation and Congestion Improvements in Downtown Corridors (Lafayette)	206	0
24012	Farm Bureau Road Safe Route to School Improvements	289	0
24014	St. Mary's Road/Rheem Blvd Roundabout (Moraga)	450	7000
24015	Rheem Blvd Landslide Repair and Repaving (Moraga)	709	700
24016	Canyon Road Bridge Replacement (Moraga)	395	0
24017	Camino Pablo Pavement Rehabilitation (Orinda)	2,060	0
24020	Camino Tassajara Bike Lane Completion (County)	1,006	0
24021	Alcosta Blvd Pavement Rehabilitation (San Ramon)	2,514	0

24022	Crow Canyon Road Pavement Rehabilitation (San Ramon)	1,414	0
24023	Norris Canyon Safety Barrier (County)	1,307	0
24024	Downtown Alamo Pedestrian Safety Improvements (County)	1,247	0
24025	Major Streets in East County	19,400	0
24026	Contra Costa Blvd Improvements (Pleasant Hill)	1,262	0
24027	Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)	2,542	0
24028	Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	2,368	1000
24029	Old Marsh Creek Road Overlay (Clayton)	370	0
24030	<del>Commerce Avenue Extension</del>	<del>940</del>	0
24031	Alhambra Creek Bridge and Ferry Street Improvements (Martinez)	10,041	0
<b>Subtotal</b>		<b>92,641</b>	<b>32700</b>

\*

	<b>CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ</b>	<b>MEASURE J TOTAL</b>	<b>FUNDING SHORTFALL</b>
27001	Capitol Corridor Rail Station Improvements at Martinez	2,892	0
<b>Subtotal</b>		<b>2,892</b>	<b>0</b>

**Sum**

**904700**

\* Estimated actual amount may be different.



# ALLOCATIONS TO EXISTING MEASURE J PROGRAMS IN FY 2013-14

Sales Tax Revenue (FY 2013-14)	\$	75,899,000
	% in Measure J	FY 2013-14
Local Streets Maintenance & Improvements	18.0%	\$ 13,661,820
TLC	5.0%	\$ 3,794,950
Ped/Bike	1.5%	\$ 1,138,485
<b>Bus Service</b>	5.0%	\$ 3,794,950
Transportation for Seniors & People with Disabilities	5.0%	\$ 3,794,950
<b>Express Bus</b>	4.3%	\$ 3,263,657
<b>Commute Alternatives</b>	1.0%	\$ 758,990
Congestion Management, Transportation Planning, Facilities	3.0%	\$ 2,276,970
<b>Additional Bus Transit Enhancements</b>	3.425%	\$ 2,599,541
Additional Transportation for Seniors and People with Disabilities	1.150%	\$ 872,839
<b>Safe Transportation for Children</b>	4.545%	\$ 3,449,610
<b>Ferry Service in West County</b>	2.25%	\$ 1,707,728
Additional Streets and Roads Maintenance	2.09%	\$ 1,586,289
Additional TLC	0.4%	\$ 303,596
Additional Ped/Bike	0.04%	\$ 30,360
Subregional Transportation Needs	1.5%	\$ 1,138,485
Administration	1.0%	\$ 758,990
<b>Sum</b>	<b>59.2%</b>	

**Bold font highlights programs aimed to improve transportation services rather than capital improvements**

## PROJECT/PROGRAM INFORMATION FORM

	ENTER NAME OF SUBREGION _____
Subregional Priority	
Project, Project Category or Program Name	
Brief Description	
Eligible Components (address degree of flexibility in Language)	
Cost Estimate (specify year of estimate)	
Funding Requested (2015 \$, % of Subregion Share)	
Other Likely Sources of Funding	
Status in MTC 2017 RTP Specify if project is shown in committed, financially constrained or vision lists)	
Status of Environmental Review and Conceptual Engineering	

# SAMPLE

## PROJECT/PROGRAM INFORMATION FORM

	ENTER NAME OF SUBREGION: WCCTAC
Subregional Priority	#1
Project, Project Category or Program Name	I-80 Corridor High Capacity Transit Improvements
Brief Description	Rail and/or bus capital and service improvements in the I-80 and/or San Pablo Avenue Corridor
Eligible Components (address degree of flexibility in Language)	Capital and incremental operating costs for expansion of transit services in the I-80 and San Pablo Avenue corridors, including feeder service to regional routes. Components include, but are not limited to: operational improvements to decrease BART headways, extension of BART from Richmond to Hercules, Light rail construction and service on San Pablo Avenue, expansion of Capitol Corridor service, express bus service enhancements on I-80, expansion of local feeder service, park & ride lots and other enhancements to transit service.
Cost Estimate (specify year of estimate)	\$XXX,XXX,XXX in 2015 \$
Funding Requested (2015 \$, % of Subregion Share)	\$XX,XXX,XXX
Other Likely Sources of Funding	Bridge Tolls (capital), STIP, Regional Gas Tax
Status in MTC 2017 RTP Specify if project is shown in committed, financially constrained or vision lists)	Included in the vision list
Status of Environmental Review and Conceptual Engineering	A conceptual study is underway. No environmental review has been completed.



## Contra Costa Transportation Authority

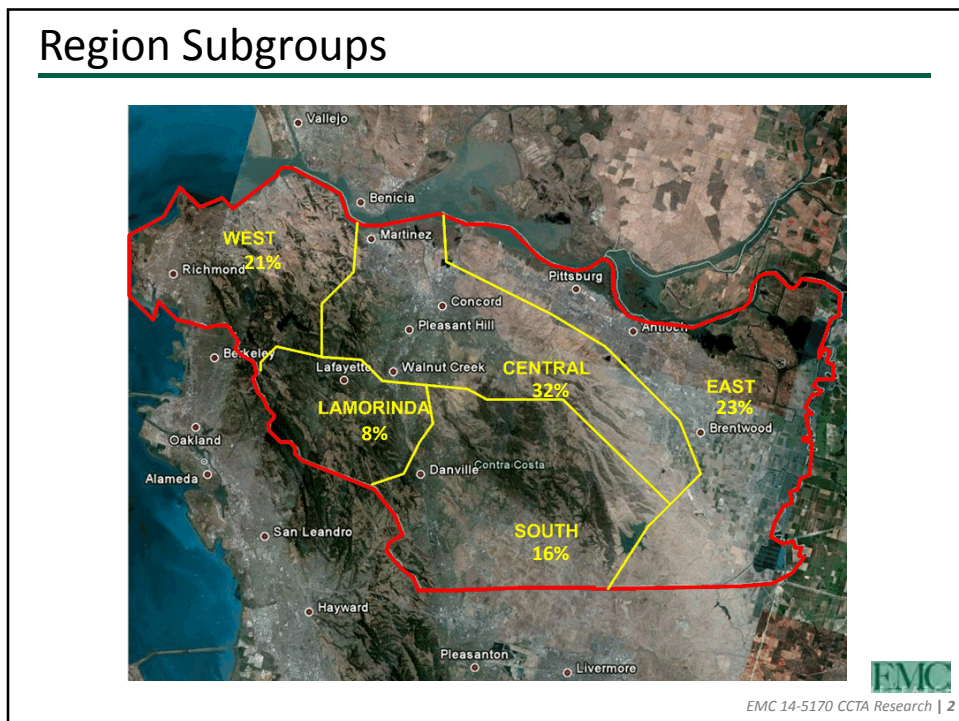


MARKET  
& OPINION  
RESEARCH  
SERVICES



CONTRA COSTA  
transportation  
authority

Contra Costa County Voter Research  
2014 Survey 2  
CCTA Projects by Region



## Methodology

- ▶ Telephone survey of registered voters in Contra Costa County
- ▶ Interviewing conducted March 3-10, 2014
- ▶ 606 total interviews countywide; Margin of Error =  $\pm 3.98$  points

Region	Number of Interviews (Unweighted n)	Margin of Error (+/-)	Unweighted %	Weighted %
West	114 n	9.2 pts	19%	17%
Central	174	7.4	29	33
San Ramon Valley	97	10.0	16	16
Lamorinda	79	11.0	13	10
East	142	8.2	23	25

- ▶ Weighted to reflect overall countywide likely November 2016 voter population using key demographics
- ▶ Interviewing started trained, professional interviewers
- ▶ Where applicable, results compared with survey conducted January 21<sup>st</sup> – February 5<sup>th</sup>, 2014 (n=814; MoE:  $\pm 5.6$  % points)

*Please note that due to rounding, some percentages may not add up to exactly 100%.*



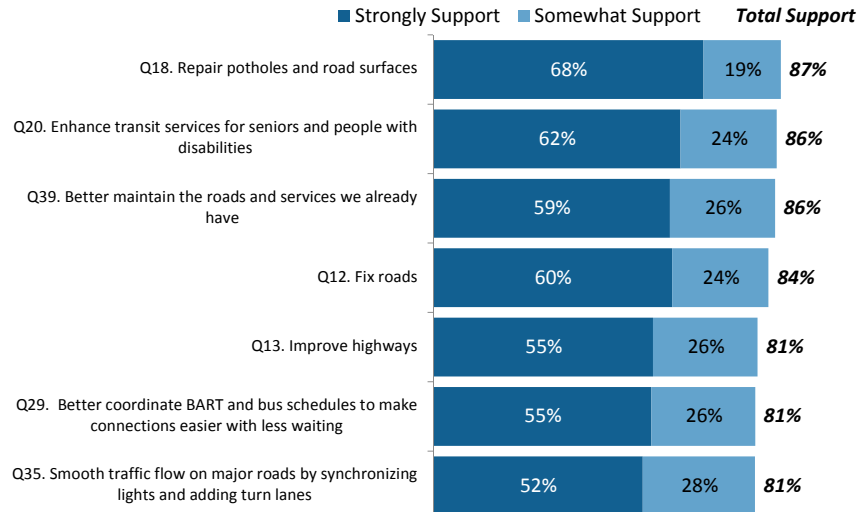
EMC 14-5170 CCTA Research | 3



## Projects and Programs - Overall

## Projects/Programs - Top

Repairing of potholes is strongly supported by 2/3rds of voters.

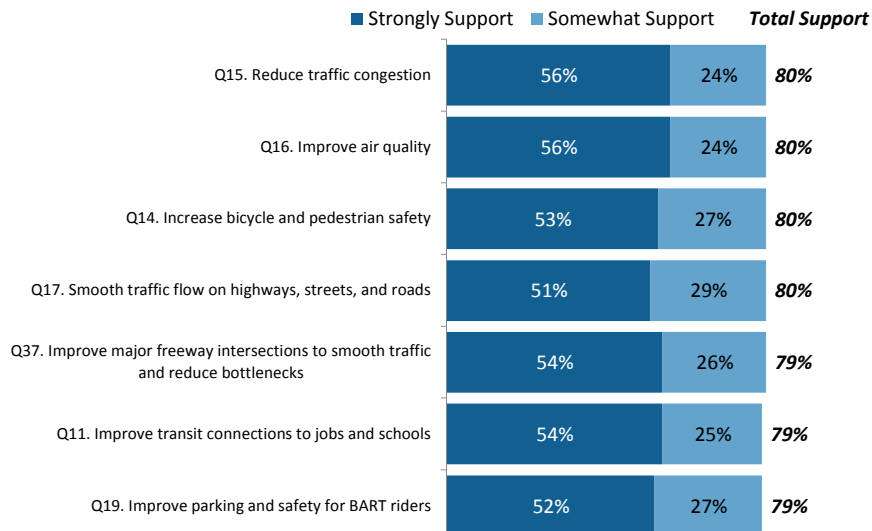


Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 5

## Projects/Programs, cont.

Many projects and programs have support well in excess of 2/3rds.

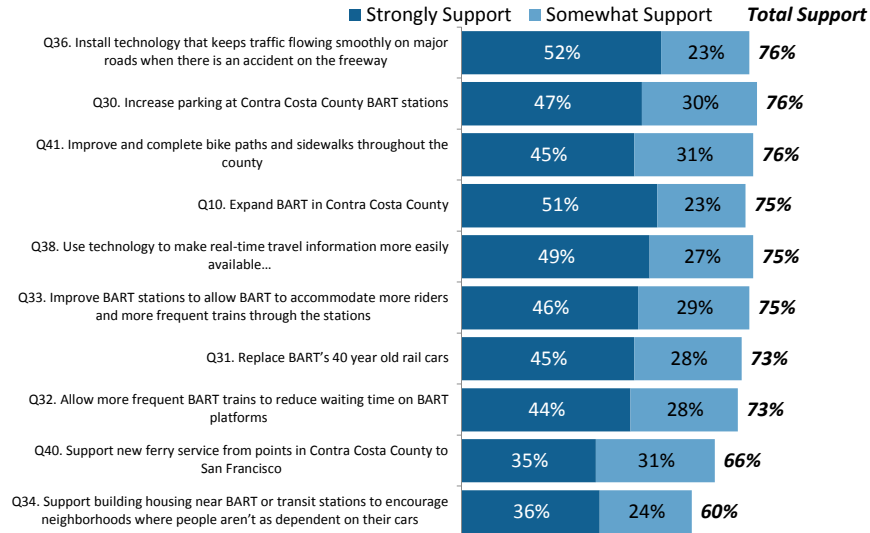


Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 6

## Projects/Programs, cont.

Many projects and programs have support well in excess of 2/3rds.



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 7



## Projects and Programs – By Region

## Top Projects and Programs By Region

% Support

### West:

1. Better maintain the roads and services we already have (91%)
2. Repair potholes and road surfaces (91%)
3. Enhance transit services for seniors and disabled (90%)
4. Improve air quality (89%)

### Central:

1. Enhance transit services for seniors and disabled (88%)
2. Repair potholes and road surfaces (86%)
3. Fix roads (85%)
4. Better maintain the roads and services we already have (84%)

### San Ramon Valley:

1. Repair potholes and road surfaces (89%)
2. Better maintain the roads and services we already have (85%)
3. Fix roads (82%)
4. Better coordinate BART and bus schedules to make connections easier with less waiting (81%)

### Lamorinda:

1. Repair potholes and road surfaces (85%)
2. Better maintain the roads and services we already have (84%)
3. Increase parking at Contra Costa County BART stations (83%)
4. Fix roads (80%)

### East:

1. Enhance transit services for seniors and disabled (89%)
2. Repair potholes and road surfaces (86%)
3. Improve major freeway intersections to smooth traffic and reduce bottlenecks (85%)
4. Reduce traffic congestion (85%)



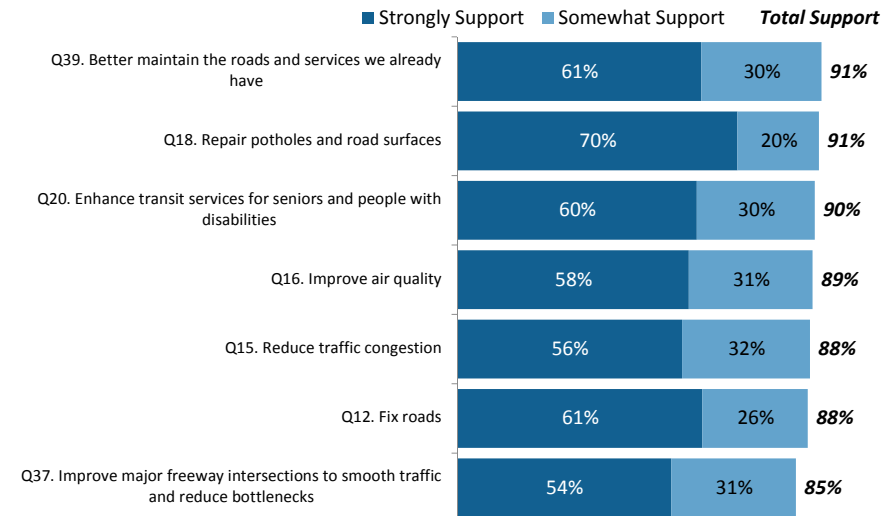
EMC 14-5170 CCTA Research | 9



## Projects and Programs - West



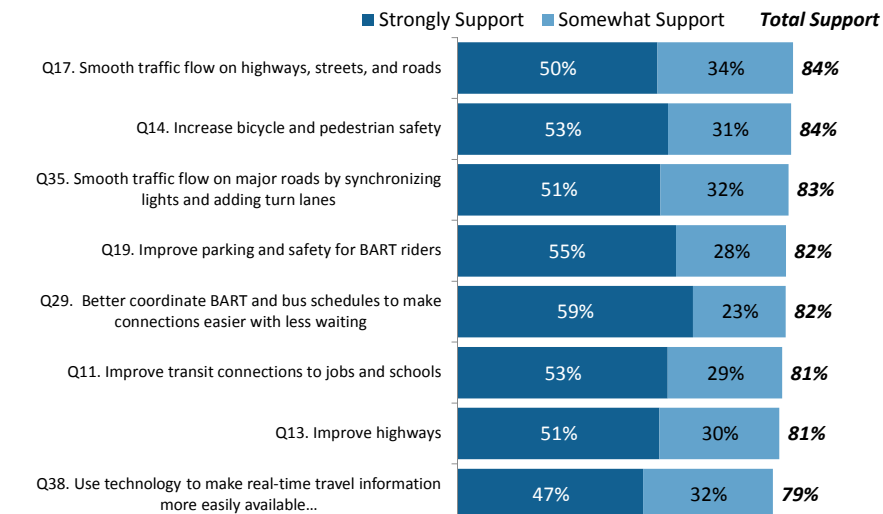
## Projects/Programs – Top - West



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 11

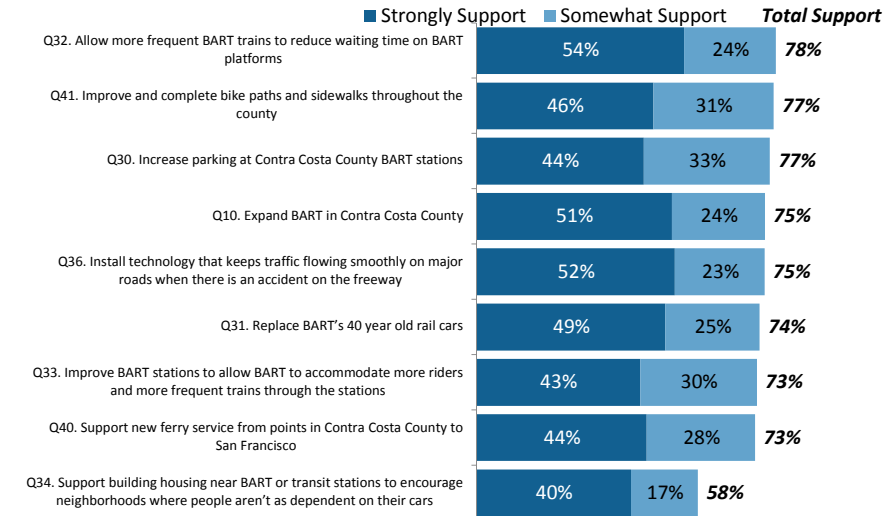
## Projects/Programs Continued - West



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 12

## Projects/Programs Continued - West



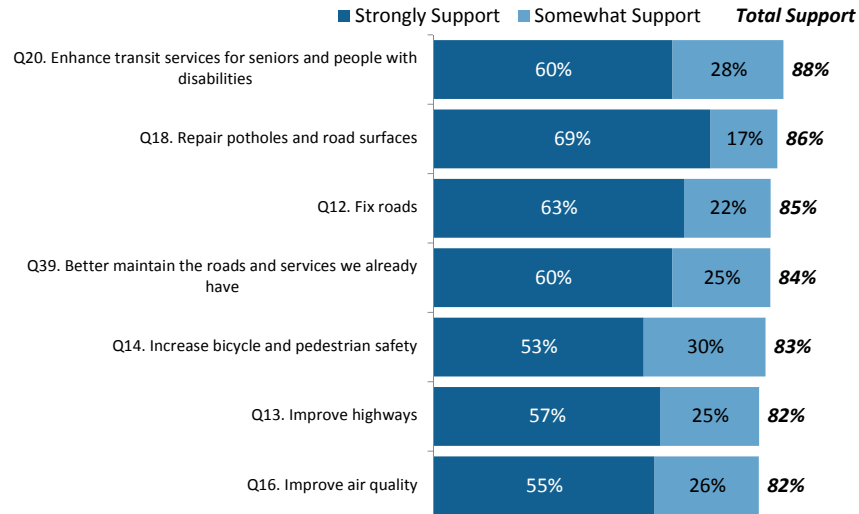
Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 13



## Projects and Programs - Central

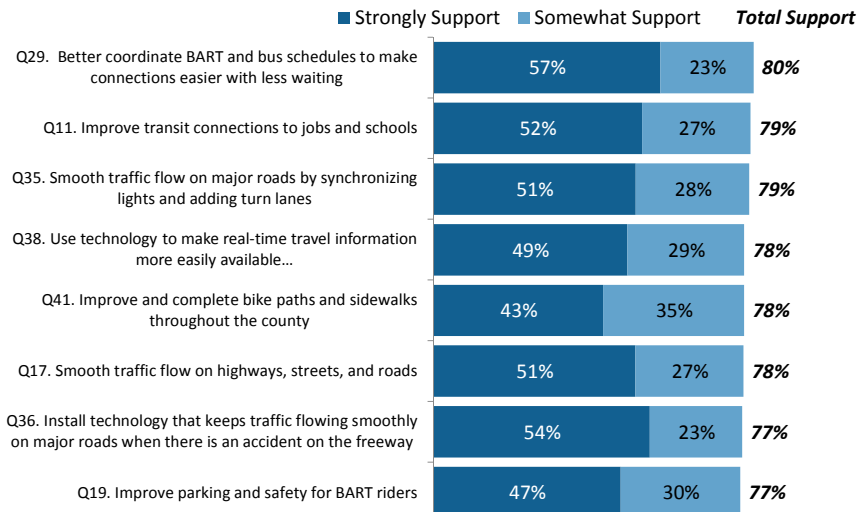
## Projects/Programs – Top - Central



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 15

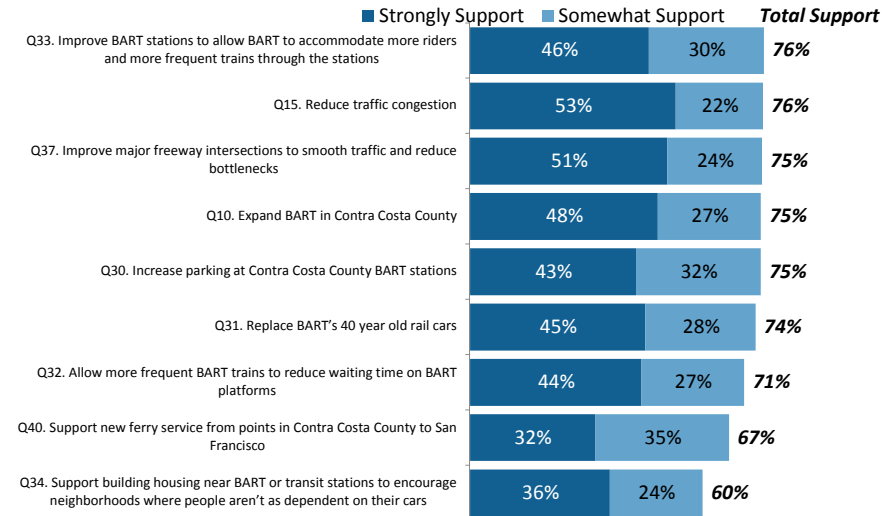
## Projects/Programs Continued - Central



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 16

## Projects/Programs Continued - *Central*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

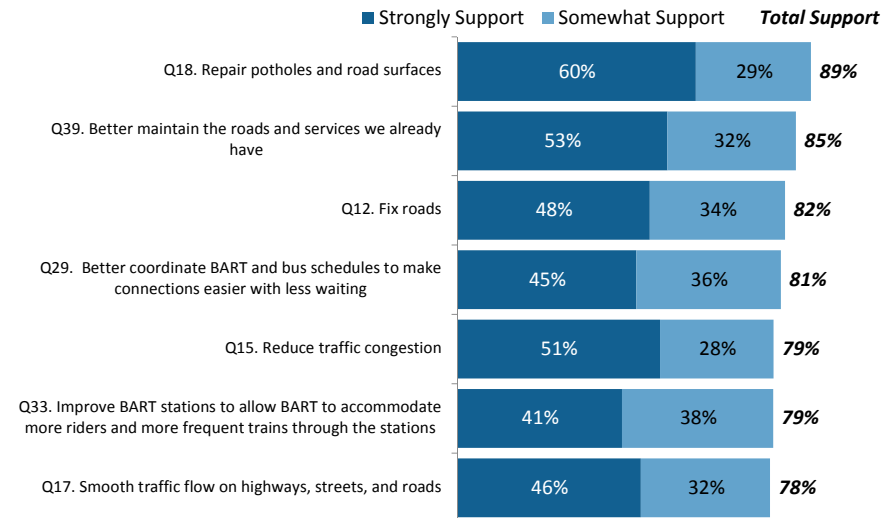


EMC 14-5170 CCTA Research | 17



## Projects and Programs – San Ramon Valley

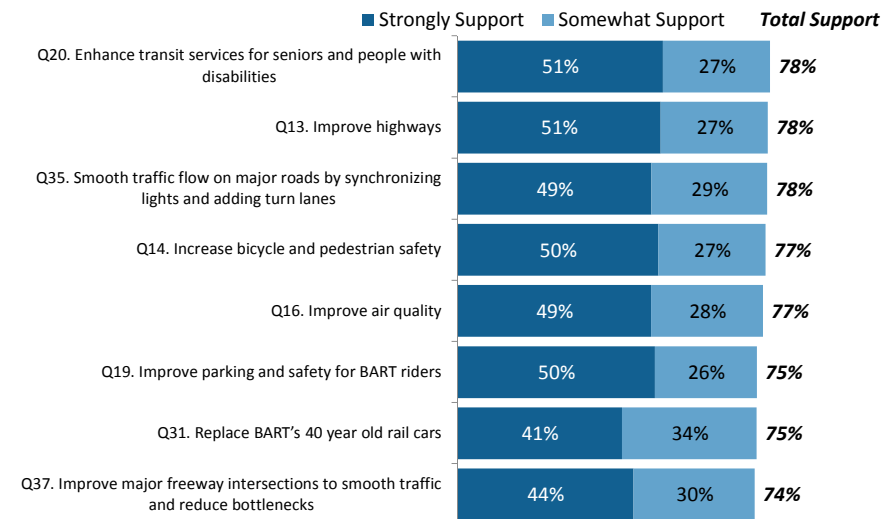
## Projects/Programs – Top – *San Ramon Valley*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 19

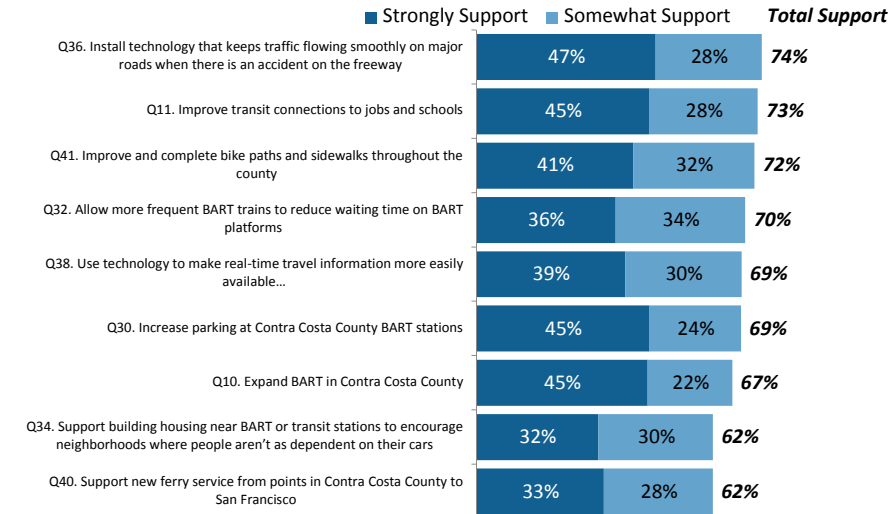
## Projects/Programs Continued – *San Ramon Valley*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 20

## Projects/Programs Continued – San Ramon Valley



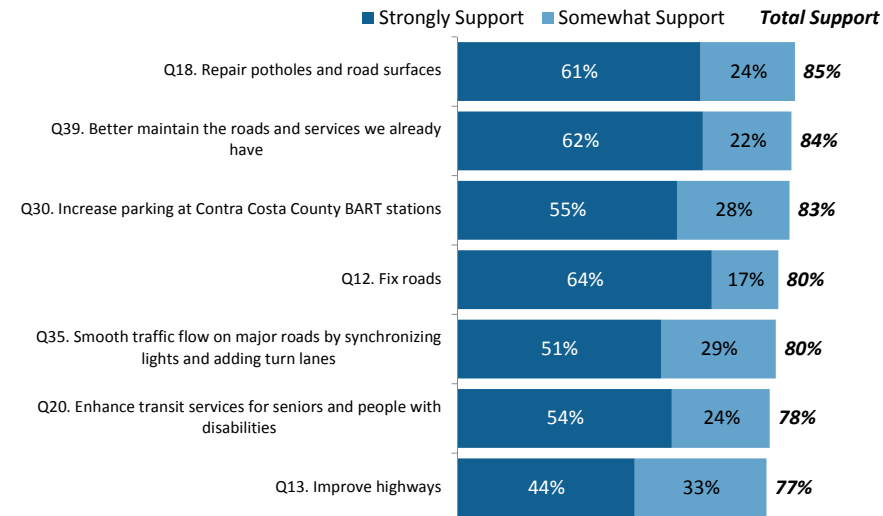
Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 21



## Projects and Programs – La Morinda

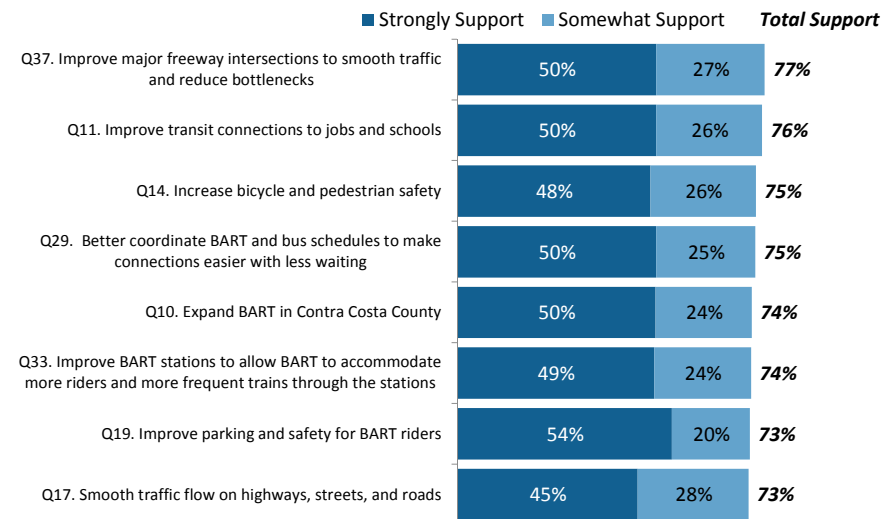
## Projects/Programs – Top – *Lamorinda*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 23

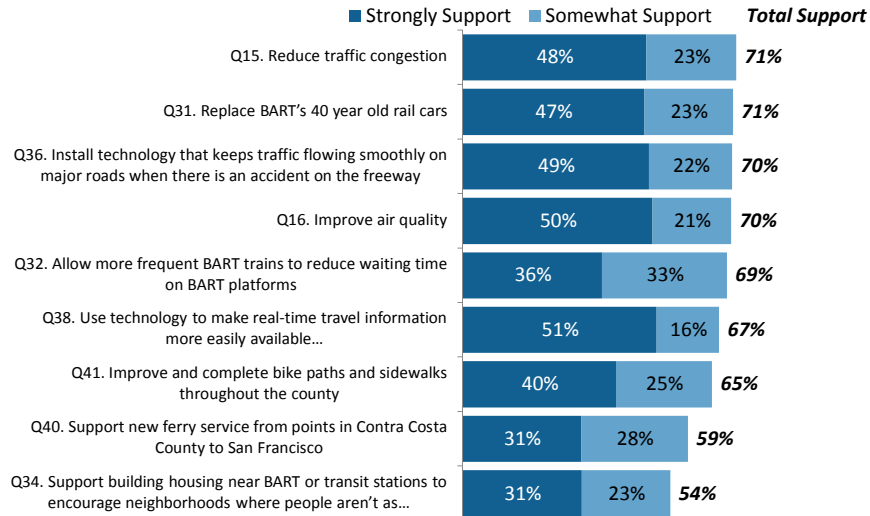
## Projects/Programs Continued – *Lamorinda*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 24

## Projects/Programs Continued – *Lamorinda*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

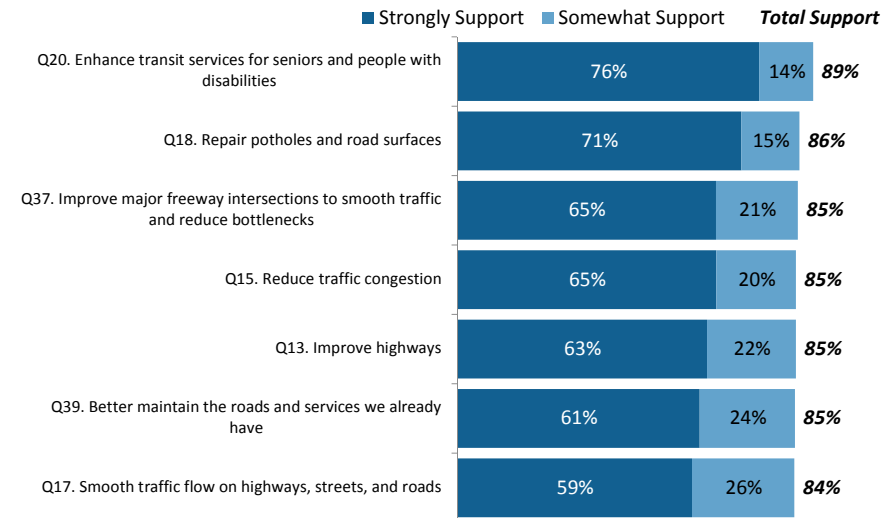
EMC 14-5170 CCTA Research | 25



## Projects and Programs - East



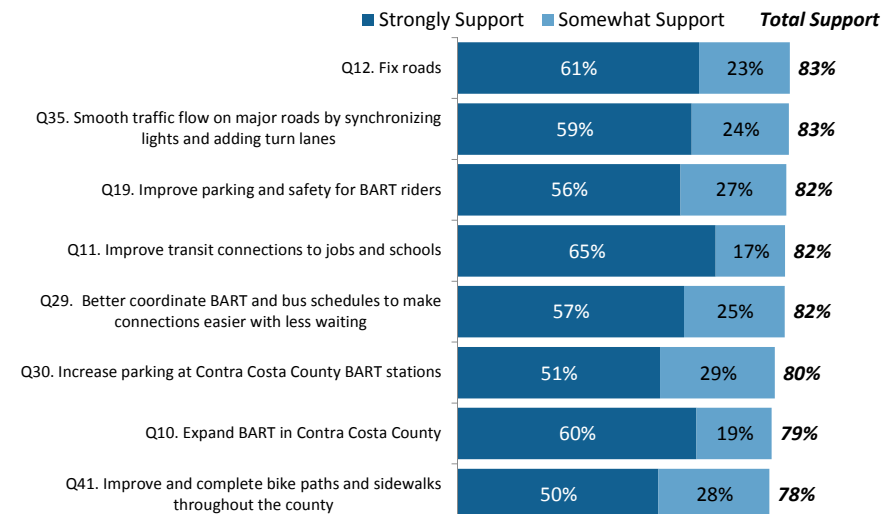
## Projects/Programs – Top - East



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 27

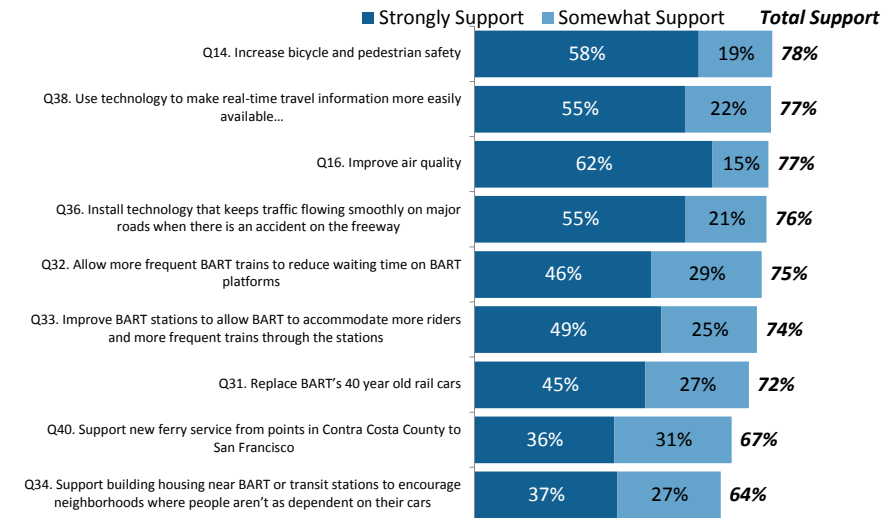
## Projects/Programs Continued - East



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 28

## Projects/Programs Continued - East



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 29

## Contacts



Alex Evans  
[alex@emcresearch.com](mailto:alex@emcresearch.com)  
 510.550.8920

Sara LaBatt  
[sara@emcresearch.com](mailto:sara@emcresearch.com)  
 510.550.8924

Jenny Regas  
[jenny@emcresearch.com](mailto:jenny@emcresearch.com)  
 510.550.8929

## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** May 20, 2015

<b>Subject</b>	<b>Approval of the Formation of the Expenditure Plan Advisory Committee (EPAC) and Appointment of Initial Membership</b>
<b>Summary of Issues</b>	At its meeting in April, the Authority directed staff to develop a proposal for the formation of an Expenditure Plan Advisory Committee (EPAC) for a Transportation Expenditure Plan (TEP) process. The EPAC will be one component of a comprehensive stakeholder outreach program necessary to gain consensus on a TEP for a potential 2016 revenue ballot measure.
<b>Recommendations</b>	Staff recommends the Authority approve the creation of the EPAC, and appoint individuals to establish the initial membership of the EPAC.
<b>Financial Implications</b>	Costs associated with professional EPAC meeting facilitator will later be determined. A separate EPAC series of meetings will incur additional Authority and consultant staffing and reproduction costs. The anticipated costs, when determined, will be incorporated into an amendment for Authority Agreement No. 366 with Gray Bowen Scott. Approximately \$600,000 to \$700,000 of the \$1.8 million budget remains for continued consultant support. The total cost of developing a TEP and placing it on the ballot is likely to exceed the remaining budget. Staff and the consultant team continue work on developing a comprehensive work program and budget, including an EPAC meeting facilitator, for discussion by the Authority at a future meeting.
<b>Options</b>	<ol style="list-style-type: none"> <li>1. Instead of a formal Expenditure Plan Advisory Committee, use public testimony at each Authority meeting to gather TEP stakeholder input.</li> </ol>
<b>Attachments</b>	<ol style="list-style-type: none"> <li>A. Expenditure Plan Advisory Committee (EPAC) Membership Categories.</li> </ol>
<b>Changes from Committee</b>	N/A

## **Background**

At its April meeting, the Authority Board directed staff to make a recommendation for the creation of an Expenditure Plan Advisory Committee (EPAC) for a new Transportation Expenditure Plan (TEP) process. The EPAC will be one component of a comprehensive stakeholder outreach program necessary to gain consensus on a TEP for a potential 2016 sales tax ballot measure. An EPAC was created in 2003 to advise the Authority in its development of the TEP for the 2004 Measure J extension, contributing to the success of the ballot measure.

## **Formation and Purpose of the EPAC**

Pursuant to its Administrative Code, the Authority may from time to time establish advisory committees as it deems necessary or advisable. The purpose of the proposed EPAC is to advise the Authority regarding the development of a TEP. As proposed, the EPAC represents a broad range of stakeholders in Contra Costa and helps fills the need for outreach and ongoing contact with key groups that have a stake in development of a TEP and subsequent transportation sales tax measure. While there are many ways that the Authority will be initiating and maintaining important discussions with key stakeholders, the use of the EPAC is an efficient way to host the extensive discussion, necessary for creating a new TEP.

Advantages of establishing and engaging an EPAC include:

- Providing a single committee where multiple and varied interests can express their opinions and priorities.
- Serving as a forum for the multiple points of views regarding transportation in Contra Costa and how to spend potential transportation sales tax revenues.
- Creating a process to involve a diverse set of stakeholders that are not regularly or formally involved in the Authority processes, or those of the Regional Transportation Planning Committees (RTPCs) and other Authority advisory committees.
- Providing structure by being staffed with a professional facilitator with a goal of developing consensus around the transportation projects and programs that can be included in the TEP.
- Promoting a consensus building process through a formally recognized group that could provide future support for the TEP.

## **Proposed Charter/Ground Rules for the EPAC**

Experience dictates that the organization and conduct of the EPAC should be through an open and transparent process built upon the Authority's culture of inclusiveness, accountability and

transparency. Since it is expected that members of the EPAC will have divergent opinions on a variety of policy and investment considerations needed to develop the TEP, a well facilitated, consensus based process is recommended. Staff proposes that the EPAC conduct its business in an open, public forum, and that a neutral facilitator be retained to organize meetings, facilitate a professional discussion and report findings and recommendations to the Authority Board. Staff and the consultant team recommend that the Authority, in its formation of the EPAC, adopt the following ground rules for organization and conduct of EPAC business:

- Membership in the EPAC is open to key stakeholder groups working in Contra Costa on the many issue areas identified by the Authority. The Authority will solicit the Contra Costa stakeholder community for interest in participating on the EPAC and when identified, appoint members to the EPAC committee.
- Meetings will be open to the public and held at the Authority offices. Meetings will follow a format similar to other advisory committees: publically posted on the Authority web page, streamed live and recorded for archive purposes. In the event that facilities at the Authority cannot accommodate the number of attendees for EPAC meetings, arrangements will be made to hold the meetings at an alternative location that is convenient and accessible. Members of the public and RTPCs and other advisory committees who are not EPAC members will be encouraged to attend the meetings and provide input through a “public comment” agenda item and on individual items.
- The EPAC is an advisory body only. It will not make final decisions on its own; rather, it will forward recommendations to the Authority through its facilitator.
- As an advisory body, the EPAC will not take formal votes. Instead, it will work to develop a consensus regarding the issues it addresses. Where no consensus emerges, varying points of view will be presented to the Authority.
- It is anticipated that the EPAC will meet from June through November or December 2015. Additional meetings will be proposed if needed.
- In order to ensure continuity in EPAC discussions, EPAC members and their alternates, will be asked to make a commitment to attend all EPAC meetings, unless they are unable to do so due to unforeseen circumstances. Other individuals who cannot commit to regular attendance are welcome to attend the EPAC meetings as members of the public, but will not be considered members of the EPAC.
- A professional facilitator will be retained to help organize and conduct EPAC meetings. The facilitator will be responsible for meeting logistics and for making reports to the Authority on EPAC deliberations.
- The EPAC will not, as a body, undertake studies or take positions on issues beyond those covered by the EPAC's charter. Individual EPAC members may contact the Authority or

other entities on other issues as individuals. However, the role of the EPAC as a whole will be limited to the advisory function stipulated by the Authority.

### **EPAC Committee Composition**

A proposed EPAC membership category list is included as Attachment A. A list of the specific individuals for each category is not available as of the date of mail-out for the May Authority meeting.

Staff proposes that the Authority approve the appointments to the committee as members are identified. The makeup of the committee membership will be based on the level of interest and availability of stakeholders (stakeholder categories and ultimately, the individuals that would represent each category). The overall membership is intended to be a balanced representation of key stakeholders representing a broad range of issues and interests in Contra Costa. It is envisioned that the EPAC would include 15 -20 members (and a similar number of alternates), however, this could increase based on the interest and availability of key stakeholders.

The Authority could amend the membership of the EPAC throughout the TEP development process if needed.

At the May 20, 2015 Authority meeting, staff intends to nominate specific individuals who have made a commitment to participate in the EPAC process for the categories listed in Attachment A.

### **Existing Authority Standing and Advisory Committees**

In addition to the EPAC, the Authority has multiple existing advisory committees that will also provide input to the Authority, and ultimately the investments identified in a TEP. These other committees include representatives from throughout the county, with interests in various modes of travel. The additional standing and advisory committees include:

- Regional Transportation Planning Committees (RTPCs);
- Citizens Advisory Committee (CAC);
- Paratransit Coordinating Council (PCC);
- Bus Transit Coordinating Committee (BTCC);
- Technical Coordinating Committee (TCC); and
- Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).

Established groups such as the Conference of Mayors, Public Managers Association (PMA) and the Contra Costa Engineers Advisory Committee (CCEAC), among others, will likely develop positions and provide input into the TEP process.

### **Schedule**

The following general schedule details EPAC related milestones:

May

- Authority approves creation of the EPAC, initial stakeholder categories and appointment of the identified individual representatives for those categories

June

- First EPAC meeting

July to November

- Meetings would occur about once a month and last for approximately two hours each.
- Meetings are proposed to occur until a Draft TEP is developed

## **Attachment A**

### **Expenditure Plan Advisory Committee (EPAC) Membership Categories**

EPAC Membership Categories \*:

- Business
- Labor
- Social Justice
- Environmental
- Taxpayers
- Goods Movement
- Disability
- Public Health
- Elderly
- Transit
- Development
- Bike/Pedestrian
- Faith-based Groups
- Youth Advocacy
- Education

\* Regional Transportation Planning Committees (RTPCs) and their Technical Advisory Committees (TACs), Contra Costa County, cities, existing Authority advisory committees, and transit agencies would provide input through their own independent processes, including council and board meetings, Mayors Conference, Public Managers Association (PMA), Contra Costa Engineers Advisory Committee (CCEAC) etc.



# Measure J Transportation Sales Tax Possible 2016 Ballot Measure



Ross A. Chittenden  
Deputy Executive Director  
Contra Costa Transportation Authority



## MEASURE C


- Passed by voters in 1988, Measure C provided for a half-cent on the dollar sales tax for twenty years (through March 2009) to pay for an ambitious list of transportation projects and programs.
- Measure C was estimated to generate \$1 billion over 20 years for a BART extension, freeway improvements, better bus service, enhanced bicycle facilities and more transportation options for senior citizens and people with disabilities.










## Project Delivery - CCTA Strategy for Success

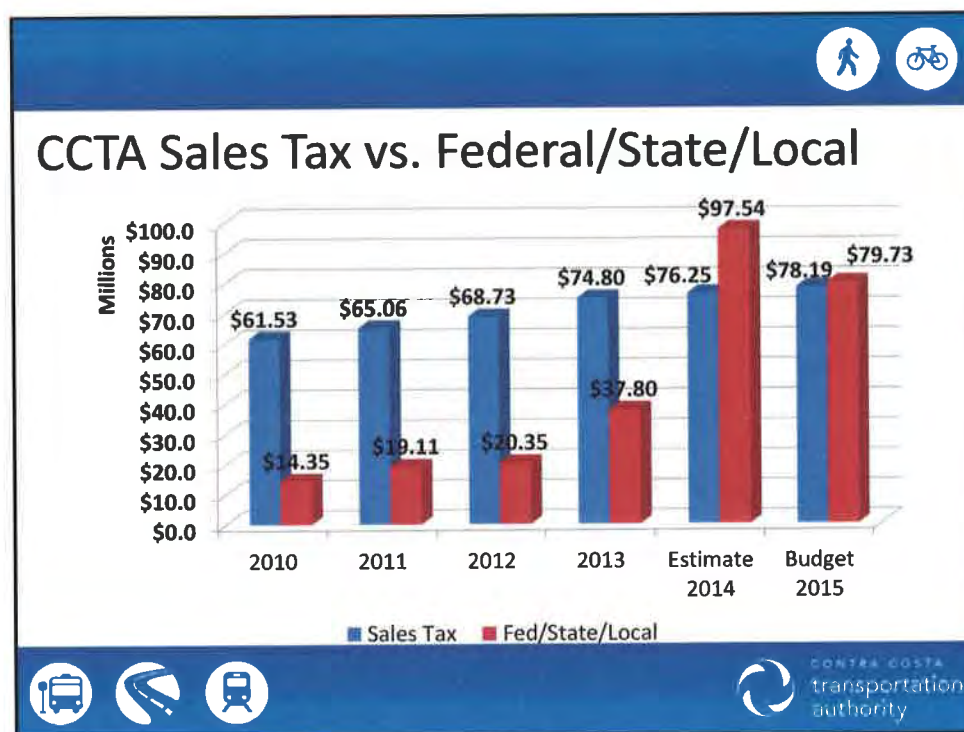
- Get Projects Shovel Ready
- Finance Projects to take Advantage of Construction Bid Environment
- Bond Measure Revenue
- Maintain Great Relationship with Funding Partners
- Leverage Other Funds











CONTRA COSTA  
transportation  
authority








## The Future: Considerations of a Sales Tax Extension

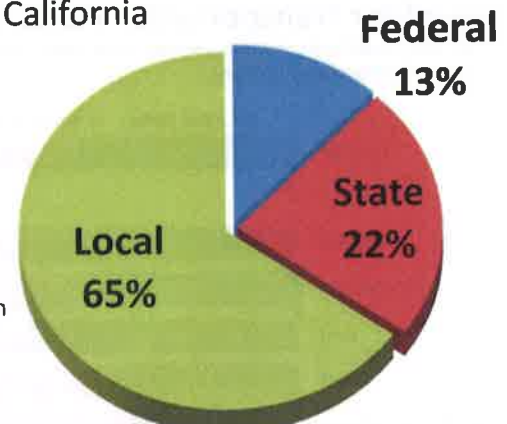


CONTRA COSTA  
transportation  
authority




### Transportation Funding in California


- Unlike other places around the world, California and the United States have not made substantial financial investments in transportation and infrastructure in the last 25 years.
- In fact, 65% of the dollars spent on transportation in California come from local sales tax dollars that agencies like us collect.



Funding Source	Percentage
Local	65%
State	22%
Federal	13%

CTC April 19, 2012



CONTRA COSTA  
transportation  
authority

## SALES TAX INCREASE & EXTENSION



Over two-thirds of voters support an increase and extension of the existing County sales tax.

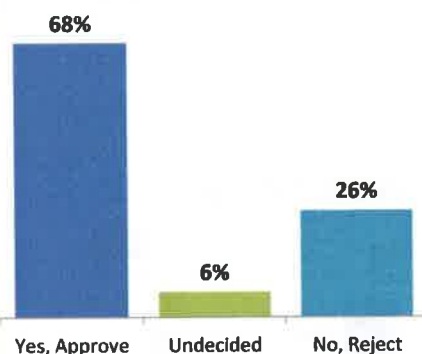
Shall voters authorize implementing the Contra Costa County twenty-five year Transportation Expenditure Plan to:

- Expand BART In Contra Costa County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Enhance transit services for seniors and people with disabilities?

Approval **increases by half a cent and extends the existing County sales tax, with independent oversight and audits.** All money spent will benefit Contra Costa County residents.

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

### All Countywide Voters





## The Plan:

Development of a  
Transportation Expenditure Plan















## TEP Schedule and Process

- Involve RTPCs and other Stakeholders
- Form Expenditure Plan Advisory Committee (NGOs)
- Work with Cities and County and Transit Operators
- Focus Groups, Polling and other Direct Public Outreach
- Jan 2016 - CCTA Approve DRAFT TEP
- Jan / April 2016 – Outreach and Adjustment
- May / July – Cities and BOS Approval













## TEP HIGH LEVEL SCHEDULE

ID	Task Name	2016
1	<b>TEP Development</b>	
2	Outreach Activities	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
3	CCTA Standing Advisory Committee Meetings	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
4	RTPC Meetings	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
5	Ad Hoc Committee Meetings	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
6	EPAC	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
7	CCTA Board - Release Discussion Draft TEP	Nov-Dec
8	CCTA Standing Advisory Committee Meetings	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
9	RTPC Meetings	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
10	Ad Hoc Committee Meetings	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
11	Ongoing Outreach/TEP Adjustments	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
12	CCTA Board - Approve Draft TEP	Jan-Feb
13	<b>Approval of Final TEP</b>	
14	Ongoing Outreach and Education	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
15	Circulate Draft TEP to Cities, County, RTPC, etc	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
16	CCTA Board - Approve Draft Final TEP	Mar-Apr
17	BOS and Cities Approval of Draft Final TEP	May-Jun
18	CCTA Adopt Ordinance and Final TEP	Jul-Aug
19	BOS Call for Election	Oct-Nov



# WHAT WE HEARD

Through the 2014 Countywide Comprehensive Transportation Plan outreach process, Contra Costa residents told us their transportation priorities—and we're listening. Some of the feedback and ideas for improvement we heard include:



## Extend and Improve BART

Residents strongly support extending BART and rail service to more places including along I-680 and I-80 corridors, more frequent trains, adding more parking at BART stations and improving BART connections with bus service.



## Encourage Alternatives

Residents are interested in programs to improve safety for bicyclists and pedestrians, especially in neighborhoods and around schools, improve bike paths, bike lanes, and sidewalks, expand ferry service, and promote walkable communities.



## Repair Roads

Residents expressed strong support for local street repairs, pothole repair and road resurfacing for a smoother ride, reduction of congestion and vehicle wear and tear.



## Relieve and Smooth Traffic

Residents countywide support smoothing traffic flow on freeways and major roads, use of technology to ease traffic congestion, and improvements on all freeways including 680, 80, 4, and 24.



## Protect the Environment

Residents want strategies and programs that manage the impacts of transportation and growth on the environment and local air quality.



## Improve Bus Service

The public showed strong support to maintain and enhance bus service. This includes better coordination of BART and bus schedules, improving transit connections, and using technology to make riding the bus easier and more convenient.



See what your neighbors are saying at [keepcontracostamoving.net](http://keepcontracostamoving.net).

# NEXT STEPS

The Contra Costa Transportation Authority (CCTA) is eager to build on the legacy of investments that have resulted from past Countywide Comprehensive Transportation Plan updates, including projects like the Caldecott Tunnel's fourth bore and highway, bicycle, pedestrian and transit improvements across Contra Costa.

# WE HEARD YOU

A Summary of Results From the Countywide  
Comprehensive Transportation Plan Outreach Efforts  
Conducted By the Contra Costa Transportation Authority



## Planning Together For the Future

Every five years, the Contra Costa Transportation Authority (CCTA) evaluates and updates the Countywide Comprehensive Transportation Plan, which serves as a **30-year blueprint** for the county's transportation future. With input from the many and diverse communities that make up Contra Costa, the process of updating the Countywide Comprehensive Transportation Plan helps ensure that we plan for, fund, and implement a **collective transportation vision** for Contra Costa County.

Between August and November 2014, CCTA conducted a robust public engagement campaign to solicit input from residents for the 2014 Countywide Comprehensive Transportation Plan update. Through varied public engagement opportunities from our online engagement tool to workshops, we asked Contra Costa residents to **contribute their ideas** and share their thoughts on the goals and priorities that should shape our shared transportation future. We're now working to turn this feedback into specific actions and strategies that support a **safe, sustainable, and efficient** transportation network that improves the quality of life for all Contra Costa residents. Thank you for participating.

## PARTICIPATION

Record Participation Boosts 2014  
Countywide Comprehensive  
Transportation Plan



ONLINE TOOL

**5,216 visits**  
(4,069 unique visitors)

[www.keepcontracostamoving.net](http://www.keepcontracostamoving.net)



IN-PERSON WORKSHOPS

**156**  
total attendees

5 individual meetings  
held in Walnut Creek,  
Pittsburg, Lafayette,  
Hercules, and Richmond



PAPER  
DISTRIBUTION

**259**  
paper surveys  
received

TELEPHONE  
TOWN HALL



**1,378**

callers participating in the  
town hall during its peak



## MEMORANDUM

---

**Date:** May 20, 2015

**To:** Julie Pierce, Authority Chair

**From:** Ross Chittenden, Deputy Executive Director, Projects

**RE:** **Expenditure Plan Advisory Committee (EPAC) – Recommendations for Appointment**

---

The Contra Costa Transportation Authority (Authority) is forming an Expenditure Plan Advisory Committee (EPAC) as a component of a comprehensive stakeholder outreach program necessary to gain consensus on a Transportation Expenditure Plan (TEP) process for a potential 2016 revenue ballot measure. Staff working with our consultant team, have developed the list below for the Authority's consideration for appointment to the EPAC. This list is not considered complete and additional members may be identified for future consideration by the Authority.

The following are confirmed participants and their respective organizations. Alternates are denoted by the letter (A).

### **Organization, primary and alternate representation**

1. Bay Area Council
  - Mike Cunningham
  - Emily Loper (A)



2. Bike East Bay
  - Dave Campbell
  - Alternate to be determined
3. Building and Construction Trades Council
  - Bob Lilley
  - Alternate to be determined
4. Building Industry Association
  - Lisa Vordebreuggen
  - Bob Glover (A)
5. California Alliance for Jobs
  - Andy Fields
  - Michael Quigley (A)
6. Central Labor Council
  - Margaret Hanlon-Gradie
  - Cheryl Brown (A)
7. Contra Costa County Health Services
  - Michael Kent
  - Alternate to be determined
8. Contra Costa Community College District
  - Tim Leone
  - Alternate to be determined
9. Contra Costa County Taxpayers Association
  - Jack Weir
  - Mike McGill (A)
10. Contra Costa County Office of Education
  - Bruce Burns
  - Kerry Koehne (A)
11. East Bay Economic Development Alliance
  - Dennis Freeman
  - Anne O (A)
12. East Bay Leadership Council
  - Kristin Connelly
  - Steve Van Wart (A)

**13. East Bay Regional Park District**

- Sean Dougan
- Erich Pfuehler (A)

**14. Genesis**

- Reverend Hubert Ivery
- Mary Lim-Lampe (A)

**15. Greenbelt Alliance**

- Joel Devalcourt
- Tom Brickley (A)

**16. Paratransit Coordinating Council**

- Rita Xavier
- Shirley Cressey (A)

**17. Rehabilitation Services of Northern California**

- Debbie Toth
- Tighe Boyle (A)

**18. Save Mount Diablo**

- Ron Brown;
- Seth Adams (A)

**19. TRANSFORM**

- Joel Ramos
- Alternate to be determined

**20. United Contractors**

- Emily Cohen
- Man-Li Lin Kelly ( A)

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

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

G:\Transportation\Legislation\2015\Positions on Legislation of Interest - 2015.docx

Status actions entered today are **listed in bold**.

Bill ID	Summary & Client Information	Latest Action
1. CA AB 2	<b>Community Revitalization Authority</b> 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"><li>04/22/2015 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.</li></ul>
Bill ID	Summary & Client Information	Latest Action
2. CA AB 148	<b>K-14 School Investment Bond Act of 2016</b> 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"><li>03/26/2015 From ASSEMBLY Committee on EDUCATION with author's amendments.</li><li>03/26/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on EDUCATION.</li></ul>
Bill ID	Summary & Client Information	Latest Action
3. CA AB 325	<b>Community Development Block Grant Program: Funds</b> 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"><li>04/16/2015 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.</li><li>04/16/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.</li></ul>
Bill ID	Summary & Client Information	Latest Action
4. CA AB 1362	<b>Local Government Assessments Fees and Charges</b> 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"><li>03/23/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT.</li></ul>
Bill ID	Summary & Client Information	Latest Action
5. CA SB 8	<b>Taxation</b> 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"><li>02/19/2015 Re-referred to SENATE Committee on</li></ul>

Bill ID	Summary & Client Information	Latest Action
6. CA AB 4	<b>Vehicle Weight Fees: Transportation Bond Debt Service</b> 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"> <li>01/16/2015 To ASSEMBLY Committee on TRANSPORTATION.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
7. CA AB 6	<b>Bonds: Transportation: School Facilities</b> 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"> <li>04/20/2015 In ASSEMBLY Committee on TRANSPORTATION: Failed passage.</li> <li>04/20/2015 In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
8. CA AB 8	<b>Emergency Services: Hit-And-Run Incidents</b> 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"> <li>03/23/2015 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on PUBLIC SAFETY.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
9. CA AB 21	<b>Global Warming Solutions Act of 2006: Emissions Limit</b> 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"> <li>04/13/2015 In ASSEMBLY Committee on NATURAL RESOURCES: Not heard.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
10. CA AB 23	<b>Global Warming Solutions Act of 2006: Compliance</b> 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"> <li>03/23/2015 In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage.</li> <li>03/23/2015 In ASSEMBLY Committee on NATURAL RESOURCES:</li> </ul>

Bill ID	Summary & Client Information	Latest Action
11. CA AB 28	<b>Bicycle Safety: Rear Lights</b> 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"> <li>04/22/2015 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</li> <li>04/22/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
12. CA AB 33	<b>Global Warming Solutions Act: Climate Council</b> 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"> <li>04/06/2015 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.</li> <li>04/06/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
13. CA AB 157	<b>Richmond-San Rafael Bridge</b> 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"> <li>03/26/2015 In ASSEMBLY. Read third time, urgency clause adopted. Passed ASSEMBLY. *****To SENATE.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
14. CA AB 227	<b>Transportation Funding</b> 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"> <li>04/15/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on BUDGET.</li> </ul>
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.

- 04/22/2015  
In ASSEMBLY. Read second time. To Consent Calendar.

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

16. CA AB 327	<b>Public Works: Volunteers</b> 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"><li>▪ 02/23/2015 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.</li></ul>
------------------	---	---

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

17. CA AB 464	<b>Transactions and Use taxes: Maximum Combined Rate</b> 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"><li>▪ 04/13/2015 From ASSEMBLY Committee on REVENUE AND TAXATION: Do pass to Committee on LOCAL GOVERNMENT.</li></ul>
------------------	---	---

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

18. CA AB 518	<b>Department of Transportation</b> 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"><li>▪ 03/05/2015 To ASSEMBLY Committee on TRANSPORTATION.</li></ul>
------------------	---	---

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

19. CA AB 1088	<b>Education Facilities: Bond Act: Greene Act</b> 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"><li>▪ 04/22/2015 From ASSEMBLY Committee on EDUCATION with author's amendments.</li><li>▪ 04/22/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on EDUCATION.</li></ul>
-------------------	--	--

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

20. CA AB 1119	<b>Public Utilities: Rights of Way</b> 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"><li>▪ 04/16/2015 Re-referred to</li></ul>
-------------------	---	---



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	<b>Bay Area State-Owned Toll Bridges</b> Provides that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	<ul style="list-style-type: none"> <li>04/08/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
22. CA AB 1344	<b>County Office of Education Charter Schools</b> 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"> <li>04/22/2015 In ASSEMBLY Committee on EDUCATION: Not heard.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
23. CA AB 1347	<b>Public Contracts Claims</b> 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"> <li>04/21/2015 From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW with author's amendments.</li> <li>04/21/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
24. CA ACA 4	<b>Local Government Transportation Projects: Special Taxes</b> 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"> <li>04/06/2015 To ASSEMBLY Committees on TRANSPORTATION, REVENUE AND TAXATION and APPROPRIATIONS.</li> </ul>
Bill ID	Summary & Client Information	Latest Action

25. CA SB 1	<b>Global Warming Solutions Act of 2006: Compliance</b> 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"> <li>01/15/2015 To SENATE Committee on ENVIRONMENTAL QUALITY.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
26. CA SB 5	<b>Global Warming Solutions Act of 2006: Compliance</b> 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"> <li>04/15/2015 In SENATE Committee on ENVIRONMENTAL QUALITY: Failed passage.</li> <li>04/15/2015 In SENATE Committee on ENVIRONMENTAL QUALITY: Reconsideration granted.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
27. CA SB 9	<b>Greenhouse Gas Reduction Fund: Transit/Intercity Rail</b> 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"> <li>04/15/2015 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.</li> <li>04/15/2015 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
28. CA SB 16	<b>Transportation Funding</b> 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"> <li>04/15/2015 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.</li> <li>04/15/2015 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.</li> </ul>
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
---------	------------------------------	---------------

30. CA SB 39	<b>Vehicles: High-Occupancy Vehicle Lanes</b> Increases the number of vehicle identifiers that the Department of Motor Vehicle is authorized to issue for HOV lane usage.
-----------------	--

- |   |
|---|
| <ul style="list-style-type: none"><li>▪ 04/21/2015<br/>From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</li></ul> |
|---|

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

31. CA SB 40	<b>Air Quality Improvement Program: Vehicle Rebates</b> 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.
-----------------	---

- |  |
|--|
| <ul style="list-style-type: none"><li>▪ 04/06/2015<br/>From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.</li><li>▪ 04/06/2015<br/>In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.</li></ul> |
|--|

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

32. CA SB 114	<b>Education Facilities: Kindergarten Through Grade 12</b> 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.
------------------	--

- |   |
|---|
| <ul style="list-style-type: none"><li>▪ 04/22/2015<br/>From SENATE Committee on GOVERNANCE AND FINANCE: Do pass to Committee on APPROPRIATIONS.</li></ul> |
|---|

Bill ID	Summary & Client Information	Latest Action
---------	------------------------------	---------------

33. CA SB 119	<b>Protection of Subsurface Installations</b> 115 Relates to excavation. Provides for certain training requirements, fines, and license suspension. Makes
------------------	--

- |  |
|--|
| <ul style="list-style-type: none"><li>▪ 04/20/2015</li></ul> |
|--|

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	<b>Vehicles: High-Occupancy Vehicle Lanes</b> 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"> <li>02/19/2015 To SENATE Committee on RULES.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
35. CA SB 313	<b>Local Government: Zoning Ordinances: School Districts</b> 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"> <li>04/22/2015 From SENATE Committee on EDUCATION: Do pass as amended to Committee on GOVERNANCE AND FINANCE.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
36. CA SB 321	<b>Motor Vehicle Fuel Taxes: Rates: Adjustments</b> 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"> <li>04/23/2015 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
37. CA SB 564	<b>Vehicles: School Zone Fines</b> 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"> <li>04/14/2015 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</li> </ul>
Bill ID	Summary & Client Information	Latest Action
38. CA SB 595	<b>Vehicles: Prima Facie Speed Limits: Schools</b> 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"> <li>03/12/2015 To SENATE Committee on RULES.</li> </ul>

Bill ID	Summary & Client Information	Latest Action
39. CA SB 632	<p><b>Vehicles: Prima Facie Speed Limits: Schools</b></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"> <li>04/14/2015 In SENATE Committee on TRANSPORTATION AND HOUSING: Not heard.</li> </ul> </div>



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

**Meeting Date:** 06/01/2015

**Subject:** Grant Application for the Action Transportation Program

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

**Department:** Public Works

**Referral No.:** 2

**Referral Name:** Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments

**Presenter:** Mary Halle, Associate Civil Engineer **Contact:** Mary Halle  
(925)313-2327

---

#### **Referral History:**

In 2014, the committee authorized submittal of applications for the first cycle of the Active Transportation Program, (hereafter ATP). 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 emphasizes 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 disadvantaged communities fully share in the benefits of the program, and
- 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 candidate projects were considered and evaluated for competitiveness and the ability to deliver the project prior to the funding deadline. The most critical milestone in project delivery corresponds to the date when Caltrans' authorization to proceed with construction must be achieved. For this cycle, the deadline for Authorization to Proceed with Construction will be March 2018.

### ***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 to Table, 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, and 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 was 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 schools 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 were 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

Projects were also assessed on their ability to meet the project delivery schedule. The projects determined to be the most competitive are identified on the list of recommended projects. All of the remaining projects represent important infrastructure needs in our area; however, it is important to narrow the list of candidates so that quality applications can be prepared as it an extensive grant application.

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 at Willow Pass Bike & Ped 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, the County should pledge local funds in the range of 10-15%, using Area of Benefit Funds when applicable. During preparation of the grant application, staff will determine the appropriate local match that can be financially supported by the road fund account to create a competitive application package.

---

**Attachments**

*No file(s) attached.*

---



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

**Meeting Date:** 06/01/2015

**Subject:** AUTHORIZE the Public Works Director, to submit grant applications to Caltrans for the Highway Safety Improvement Program (HSIP) Cycle 7 funding cycle.

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

**Department:** Public Works

**Referral No.:** 2

**Referral Name:** Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.

**Presenter:** Angela Villar, Associate Civil  
Engineer

**Contact:** Angela Villar  
(925)313-2016

---

### **Referral History:**

The review of transportation grants is a standing referral item of TWIC.

### **Referral Update:**

The Public Works Department has historically submitted grant applications for the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads (HRRR) Program. On July 6, 2012, the new federal surface transportation act, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), was signed. MAP-21 established the HRRR Program as part of the HSIP Program, making it no longer a separate set-aside as in the previous federal surface transportation act.

This is the seventh cycle of the HSIP and includes the federal funding intended for the High Risk Rural Road (HRRR) eligible projects. HSIP is a core federal-aid program to the States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs) and must be identified on the basis of crash history.

### **Changes to Funding Selection Process**

HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail with the goal of improving the safety for its users. Greater emphasis is being placed on low cost safety projects that can be designed and constructed expeditiously. Projects should not require the acquisition of significant rights of way, nor should they require extensive environmental review and mitigation. Also, typical road projects, such as shoulder widening and curve realignment projects, are now being required to show an incremental approach of lower

cost improvements that have been installed and have not proved to be effective before higher cost improvements will be considered for funding.

- Examples of eligible type of projects may include, but are not limited to, the following list:
- Intersection safety improvements
- Pavement and shoulder widening
- Installation of rumble strips or other warning devices
- Installation of a skid-resistant surface
- Improvement for bicycle or pedestrian safety
- Elimination of hazards at a railway-highway crossing
- Traffic calming features
- Elimination of roadside obstacles
- Highway signage and pavement markings
- Traffic control or other warning devices
- Installation of guardrails, barriers, and crash attenuators

The minimum request for federal funds still remains at \$100,000, however, the maximum request amount has been increased to \$10 million, with a maximum amount of federal funds to any one agency also set at \$10 million.

Project selection is awarded solely on the benefit/cost (B/C) ratio calculated for each project based on the value of benefits calculated from the volume and type of injuries that have occurred within a project's limits and the cost of the proposed project improvements. Last year, there was no minimum B/C ratio required for submittal of a HSIP grant application. This year, applications must have a minimum B/C ratio of 5 or greater to be considered in the selection process.

Public Works Staff utilized the California Statewide Integrated Traffic Records System (SWITRS) maintained by the California Highway Patrol (CHP) and the Transportation Injury Mapping System (TIMS) published through the University of California, Berkeley to identify the list of roadway segments and intersections within unincorporated Contra Costa County with the highest number of collisions.

The County roadways with the highest volume of collisions from 2009-2014 are identified below:

1. Kirker Pass Road
2. Marsh Creek Road
3. Bailey Road
4. Vasco Road
5. San Pablo Dam Road
6. Highland Road
7. Camino Tassajara
8. Danville Boulevard
9. Deer Valley Road
10. Treat Boulevard

The County intersections with the highest volume of collisions from 2009-2014 are identified below:

1. Bailey Road/Canal Road
2. Treat Boulevard/Oak Road
3. San Pablo Dam Road/Appian Way

4. Treat Boulevard/Jones Road
5. Byron Highway/Camino Diablo
6. Treat Boulevard/Buskirk Avenue
7. Vasco Road/Camino Diablo
8. Evora Road/Willow Pass Road
9. Treat Boulevard/Cherry Lane
10. Willow Pass Road/Bailey Road

The CHP collision reports were reviewed to determine the typical cause of collisions and potential countermeasures. Many of the roadways and intersections listed already have funding identified for projects to address safety improvements. Staff utilized the collision data, requests from the community, and discussions with the County Traffic Engineer to evaluate potential safety improvement projects that would compete well for funding.

### **Project Recommendations**

The Public Works Department recommends the following projects as candidates for Cycle 7 of HSIP funding. If authorized to proceed, staff will prepare preliminary designs and cost estimates for the application package. If during project research prior to the application deadline, staff discovers a critical constraint that would result in the project being cost prohibitive or will not meet the eligibility requirements of the funding program, staff will hold the application for further study to increase project readiness for the following grant cycle.

The five projects recommended (in no particular priority order), based upon collision history and initial project scoping, include:

#### **1. Byron Highway/Byer Road Intersection Improvements**

This project is located along Byron Highway near Byer Road, adjacent to Excelsior Middle School, Byron Area (Supervisory District 3). The project proposes to widen the roadway to provide a left-turn pocket from southbound Byron Highway onto eastbound Byer Road to facilitate school traffic entering Excelsior Middle School on Byer Road. The project will also widen the roadway to provide a paved pedestrian pathway along the east side of Byron Highway and will require utility relocation, fence relocation, and right-of-way acquisition along the frontage of the school. The Principal of Excelsior Middle School has requested the project and the Byron Union School District is also supportive of the project.

#### **2. San Pablo Dam Road Sidewalk Gap Closure**

This project is located along San Pablo Dam Road between Appian Way and May Road, El Sobrante Area (Supervisory District 1). The project proposes to fill gaps in the sidewalk along San Pablo Dam Road to create a continuous pedestrian pathway along both sides of the roadway. Gaps in sidewalk force pedestrians to walk in the roadway next to fast moving vehicles. The project will also look at installing additional street lighting to increase visibility and safety of pedestrians walking along the roadway at night.

#### **3. Byron Highway Traffic Safety Improvements**

This project is located along Byron Highway between Byron Hot Springs Road and the Contra Costa/Alameda County Line, Byron Area (Supervisory District 3). The project proposes to restripe the centerline of the roadway with no passing lanes and install centerline rumble strips to reduce collisions caused by crossing over the centerline of the roadway.

The project will also replace existing regulatory and warning signs with high reflectivity signs to increase visibility at night. A number of collisions along this segment of Byron Highway have occurred in 2015 causing severe injuries and road closures contributing to congestion along the roadway.

#### **4. Marsh Creek Road Traffic Safety Improvements**

This project is located along Marsh Creek Road between Pine Lane and Camino Diablo, Clayton and Brentwood Areas (Supervisory District 3). The project proposes to install centerline rumble strips along the existing centerline of the roadway to avoid illegal passing and drifting over the centerline. To increase awareness and visibility at night, the project will also replace existing regulatory and warning signs with high reflectivity signs and install an advance flasher at the Deer Valley Road intersection.

#### **5. Bay Point Sign Reflectivity Upgrades**

This project is located on various County roadways located in the Bay Point area (Supervisory District 5). The project proposes to replace existing regulatory and warning signs to meet new retroreflectivity standards on various roadways. Signs can degrade over time due to sunlight, weather, and environmental damage; decreasing their visibility to drivers. New sign retroreflectivity standards have been adopted to provide fluorescent sheeting to increase visibility at night. The project proposes to conduct a roadway safety signing audit to inventory the existing signs along the selected roadways, measure the retroreflectivity of existing signs, and determine which signs need to be upgraded to current standards.

#### **Grant Distribution**

Staff maintains a data base of past grant applications, categorized by specific grant programs and Supervisory 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):**

AUTHORIZE the Public Works Director, on behalf of the County, to submit grant applications to California Department of Transportation (Caltrans) for the Highway Safety Improvement Program (HSIP) Cycle 7 funding cycle.

#### **Fiscal Impact (if any):**

The applications for HSIP funds require a 10% local match. The maximum grant amount for any single project is \$10,000,000. Any funding received from an HSIP grant would be combined with other funds, such as Measure J, Area of Benefit funds, other grants, or local road funds.

The projects recommended for submittal are in the cost range of \$250,000 to \$1,500,000. For each of these projects, Public Works will apply for the unfunded project costs, up to \$10,000,000, which is the maximum amount HSIP will award to any single agency project.

---

#### **Attachments**

*No file(s) attached.*

---





# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

**Meeting Date:** 06/01/2015

**Subject:** AUTHORIZE Grant applications to the US Department of Transportation for Transportation Investment Generating Economic Recovery program funds

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

**Department:** Public Works

**Referral No.:** 2

**Referral Name:** Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.

**Presenter:** Nancy C. Wein, Senior  
Civil Engineer

**Contact:** Nancy C. Wein, (925) 313-2275,  
nwein@pw.cccounty.us

---

#### **Referral History:**

The review of transportation grants is a standing referral item of TWIC.

#### **Referral Update:**

The newly issued Consolidated and Further Continuing Appropriations Act 2015 appropriated \$500 million in Transportation Investment Generating Economic Recovery (TIGER) grant funds to be awarded by the US Department of Transportation (DOT) for National Infrastructure Investments. This appropriation is similar, but not identical to previous TIGER grant programs funded in past years pursuant to the American Recovery and Reinvestment Act of 2009. TIGER grant funds are awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

#### **Program Description**

Since the TIGER Discretionary Grant Program was first created, \$4.1 billion has been awarded for capital investments in surface transportation infrastructure over six rounds of competitive grants. The TIGER Discretionary Grant Program seeks to award projects that advance the DOT's long term priorities for the nation's transportation system found in DOT's FY2014-2018 Strategic Plan. The selection criteria (based on the DOT Strategic Plan goals) are as follows:

#### **Primary Selection Criteria**

- State of Good Repair
- Economic Competitiveness
- Quality of Life
- Environmental Sustainability

- Safety

## **Secondary Selection Criteria**

- Innovation
- Partnership

In addition, project applications are required to provide a Benefit Cost Analysis to quantify the project benefits in respect to the total project costs. Throughout the TIGER program, grant awards have supported innovative projects, including multimodal and multijurisdictional projects that are difficult to fund through traditional Federal programs. Successful TIGER projects leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation system, or provide a substantial benefit to the nation, region or metropolitan area in which the project is located.

TIGER grants may not be less than \$10 million or more than \$200 million, except for projects in rural areas where the minimum grant size is \$1 million. No more than 25% of the funds made available will be awarded to projects in a single state. Not less than 20% of the funds are for projects located in rural areas. TIGER funds may be used for up to 80% of the costs of a project and only non-federal funds are eligible as the local match. Eligible projects include highway or bridge projects (bicycle and pedestrian improvements can be included), passenger and freight rail transportation projects, port infrastructure investments and intermodal projects.

The 2015 TIGER program gives consideration to projects that seek to improve access to reliable, safe, and affordable transportation for disconnected communities in urban, suburban or rural areas. The Public Works Department has submitted grant applications for safety improvements to the TIGER grant program in the past and has not been successful.

### **Project Recommendations**

The Public Works Department recommends the following two projects as candidates for the 2015 TIGER Discretionary Grant Program:

1. Vasco Road Safety Improvements Project - Phase 2
2. Kirker Pass Road Northbound Truck Lane Project

Both of the recommended projects are located in rural areas and are regional roadways benefiting multiple jurisdictions. Design of both these projects is already underway and significant funding shortfalls exist in order to construct the projects.

If authorized to proceed, Staff will submit TIGER grant applications on June 5 to the DOT.

The Metropolitan Transportation Commission (MTC) has selected the Vasco Road Safety Improvements Project - Phase 2 to receive MTC regional endorsement, in addition to other candidate projects from the nine bay area counties. The Kirker Pass Road Northbound Truck Lane Project was not chosen.

The two projects are described in more detail below.

### **Vasco Road Safety Improvements Project - Phase 2 (Supervisor District III)**

Vasco Road is a rural arterial extending from the State Route 4 south of Brentwood to Interstate 580 in Alameda County. With driver speeds ranging from 50-80 miles per hour and limited sight distance, Vasco Road has a long history of collisions from vehicles crossing the centerline into oncoming traffic. Collisions that occur are severe, causing road closures and significant delays to users.

Phase 1 of the project was completed in 2011. Phase 2 is the next phase of the project and will continue the concrete median barrier in the northerly direction through the existing 3-lane segment (approximately 1.5 miles). Phase 2 will widen the existing roadway to provide the space necessary to construct a median barrier while maintaining the current number of travel lanes. Associated signing, striping, turn pockets, retaining walls, drainage improvements, wildlife mitigation, bridge widening, and barrier end-treatments will be constructed as necessary to accommodate the installation of the median barriers.

### **Kirker Pass Road Northbound Truck Lane Project (Supervisor District IV, V)**

Kirker Pass Road is an interregional route between Central and East Contra Costa County. The roadway is used by commuters and approximately 1,200 trucks each day. The mountainous terrain features a number of sustained grades greater than 8%. With a high volume of passenger cars, the truck traffic along the roadway contributes to significant congestion during peak hours. The addition of truck lanes along the roadway would reduce congestion and improve safety along the roadway.

The project will improve safety and reduce congestion along Kirker Pass Road by constructing a truck climbing lane in the northbound direction. The project is approximately 1 mile in length, beginning at the Concord Pavilion and ending at the northern Hess Road intersection. Pavement widening is proposed on the east side of the roadway to provide a 12-foot truck lane and 8-foot paved shoulder. Widening will require significant retaining walls due to the existing slopes and drainage adjacent to the roadway.

### **Recommendation(s)/Next Step(s):**

AUTHORIZE the Public Works Director, on behalf of the County, to submit the two grant applications to DOT for the TIGER Discretionary Grant program.

### **Fiscal Impact (if any):**

Applications for TIGER grant funds require a 20% local match. Public Works Staff recommends requesting \$11.3 million in TIGER funds for the Vasco Road Safety Improvements Project – Phase 2 as shown below. Measure J sales tax and Gas Tax would be used as the local match in the total amount of \$3.7 million.

### Funding Plan - Vasco Road Safety Improvements Project - Phase 2

	Rural TIGER funds requested (Federal)	Measure J Sales Tax (Local)	Gas Tax (Local)	Total
<b>Total Construction Cost (millions)</b>	<b>\$ 11.3</b>	<b>\$ 1.5</b>	<b>\$ 2.2</b>	<b>\$15.0</b>
Percentage (%)	75%	10%	15%	100%

Public Works Staff recommends requesting \$6.6 million in TIGER funds for the Kirker Pass Road Northbound Truck Lanes Project as shown below. Measure J sales tax and Gas Tax funds would be used as the local match in the amount of \$8.1 million.

### Funding Plan - Kirker Pass Road Northbound Truck Lanes Project

	Rural TIGER funds requested (Federal)	Measure J Sales Tax (Local)	STIP (Regional)	Gas Tax (Local)	Total
<b>Total Construction Cost (millions)</b>	<b>\$ 6.6</b>	<b>\$ 6.2</b>	<b>\$ 2.7</b>	<b>\$ 1.9</b>	<b>\$17.4</b>
Percentage (%)	38%	36%	16%	10%	100%

---

### Attachments

*No file(s) attached.*

---



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

**Meeting Date:** 06/01/2015

**Subject:** Pedestrian-Rail Safety

**Submitted For:** John Kopchik, Director, Conservation & Development Department

**Department:** Conservation & Development

**Referral No.:** 14

**Referral Name:** Freight transportation issues, including but not limited to potential increases in rail traffic such as that proposed by the Port of Oakland and other possible service increases, safety of freight trains, rail corridors, and...

**Presenter:** Robert Sarmiento, Planner

**Contact:** Robert Sarmiento  
(925)674-7822

---

#### **Referral History:**

At the April 3, 2014 TWIC meeting, Supervisor Andersen and Supervisor Piepho directed the Department of Conservation and Development (DCD) staff to review the issue of pedestrian-rail safety in the County and report back with information regarding the current state of pedestrian-rail safety in the County and any improvements that could be made. At the October 9, 2014 TWIC meeting, Robert Sarmiento, DCD staff, reported on educational, enforcement, and engineering efforts that could be undertaken to prevent pedestrian-rail incidents. The Supervisors responded to the report with recommendations, specifically to:

1. Pursue the Operation Lifesaver Grant and other safety-related grants,
2. Coordinate with Contra Costa Television (CCTV) to broadcast safety outreach on its TV channel, and
3. Approach the local refineries for assistance for safety outreach and efforts.

#### **Referral Update:**

##### **1. Pursue the Operation Lifesaver Grant and other safety-related grants;**

DCD staff is monitoring the Operation Lifesaver website for upcoming safety grant opportunities and will apply when available. In the meantime, DCD staff is pursuing a safety grant opportunity with the Union Pacific Railroad Company that is due by August 14.

##### **2. Coordinate with CCTV to broadcast safety outreach;**

DCD staff met with CCTV staff on April 23 to discuss outreach opportunities. DCD staff presented a draft Pedestrian-Rail Safety Public Safety Announcement (PSA) (Attachment A) that would be used on the CCTV channel. CCTV will look at similar outreach efforts from other jurisdictions and transit agencies and mirror them. CCTV will provide DCD staff with a number of outreach options, with varying magnitude, along with their costs. CCTV and DCD staff will continue to work together on this outreach effort.

**3. Approach the local refineries for assistance for safety outreach and efforts;**

DCD staff contacted the local refineries to determine if they can provide any pedestrian-rail safety enhancements on the railroad tracks that go to or are in proximity to their refinery, but the refineries responded that since the tracks are not within their jurisdiction, they cannot implement any enhancements. DCD will follow up with the refineries to see if they can provide some funding assistance for any forthcoming safety outreach efforts that the County will undertake.

**Recommendation(s)/Next Step(s):**

RECEIVE update on Pedestrian-Rail Safety issues and DIRECT staff as appropriate.

**Fiscal Impact (if any):**

Current activities are accommodated within the existing budget. As the County moves to specific implementation steps, any fiscal impacts will be disclosed.

---

**Attachments**

Attachment A Pedestrian Rail Safety PSA

---



# STAY OFF RAILROAD TRACKS!



# STAY OFF RAILROAD TRACKS!

Contra Costa County promotes pedestrian safety at railroad tracks. Pedestrians who walk or play around railroad tracks are trespassing on private property and could be fined, seriously injured, or killed by passing trains.



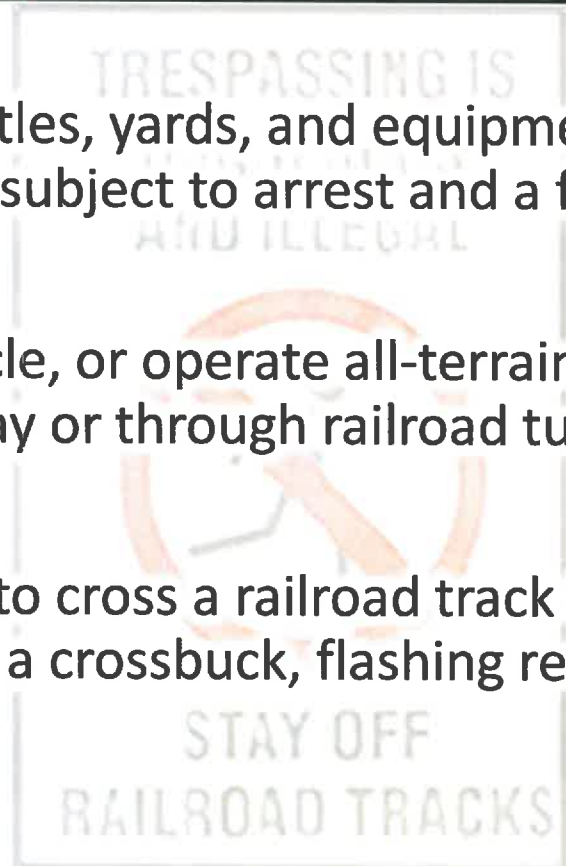
# STAY OFF RAILROAD TRACKS!

## SAFETY TIPS



# STAY OFF RAILROAD TRACKS!

- Railroad tracks, trestles, yards, and equipment are private property and trespassers are subject to arrest and a fine.
- Never walk, run, cycle, or operate all-terrain vehicles on railroad tracks or right-of-way or through railroad tunnels.
- The only safe place to cross a railroad track is at a designated public crossing with either a crossbuck, flashing red lights, or a gate.

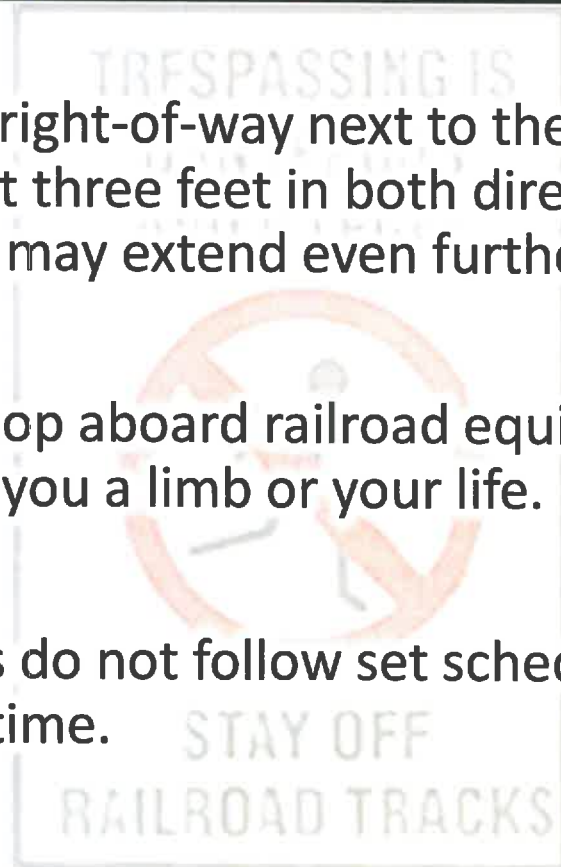


# STAY OFF RAILROAD TRACKS!

- Flashing red lights indicate a train is approaching from either direction. Never walk around or behind lowered gates at a crossing, and DO NOT cross the tracks until the lights have stopped flashing and it's safe to do so.
- Do not cross the tracks immediately after a train passes, as a second train from either direction might be blocked by the first. Wait until you can see clearly around the first train in both directions.
- It can take a mile or more to stop a train, so a locomotive engineer who suddenly sees someone on the tracks will likely be unable to stop the train in time.

# STAY OFF RAILROAD TRACKS!

- Do not stand in the right-of-way next to the tracks, as trains overhang the tracks by at least three feet in both directions and loose straps hanging from trains may extend even further.
- Do not attempt to hop aboard railroad equipment at any time. A slip of the foot can cost you a limb or your life.
- Be aware that trains do not follow set schedules. A train can operate on the track at any time.



# STAY OFF RAILROAD TRACKS!

If you see trespassers on the railroads,  
CALL 9-1-1 IMMEDIATELY! At some  
railroad crossings, there are signs with a  
1-800 number to call the railroad  
company directly and warn it of  
trespassers on the railroad tracks.

# STAY OFF RAILROAD TRACKS!

Some shortcuts cut  
your life short.



U.P. CARES



OPERATION  
LIFESAVER®

Look, Listen & Live



[UnionPacificCares.com](http://UnionPacificCares.com)