



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

November 10, 2016

NOTE: TIME CHANGED TO **2:00 P.M.**

651 Pine Street, Room 101, Martinez

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

Agenda Items:	Items may be taken out of order based on the business of the day and preference of the Committee
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1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **Administrative Items, if applicable.** (John Cunningham, Department of Conservation and Development)
4. **REVIEW record of meeting for October 13, 2016, Transportation, Water and infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development).
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. **RECEIVE report on the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, and DIRECT staff to bring the report to the full Board of Supervisors.**(John Kopchik, Department of Conservation and Development)
7. **RECOMMEND the Board of Supervisors AUTHORIZE the Director of the Department of Conservation and Development, or designee, to execute the Memorandum of Understanding designating Zone 7 of the Alameda County Flood Control and Water Conservation District as the local Groundwater Sustainability Agency under the Sustainable Groundwater Management Act for the portion of the Livermore-Amador Valley Groundwater Basin (No. 2-10) that lies within Contra Costa County.**(Ryan Hernandez, Water Agency - Department of Conservation and Development)

8. **RECEIVE the Report on the Survey of the PG&E, Cities and County Street Light Coordination Meetings.** (Jason Chen, Department of Public Works)
9. **RECEIVE the Report on PG&E Coordination with Cities and County for Street Light Maintenance and MONITOR Implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa County.** (Jason Chen, Department of Public Works)
10. **COMMUNICATION/News Clippings.** (John Cunningham, Department of Conservation and Development)
11. **Adjourn to next meeting date, currently scheduled for ****PLEASE NOTE DIFFERENT TIME SCHEDULED FOR NEXT TWIC MEETING****, Thursday, December 8, 2016, at ****2:00****p.m.**
12. Adjourn

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

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 96 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
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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: 11/10/2016

Subject: Administrative Items, if applicable.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

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

Recommendation(s)/Next Step(s):

CONSIDER Administrative items and 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: 11/10/2016

Subject: REVIEW record of meeting for October 13, 2016, Transportation, Water and Infrastructure Meeting.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

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

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the October 13, 2016, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

10-13-16 TWIC Mtg Minutes DRAFT, and Summary

10-13-16 TWIC Sign In Sheet

10-13-16 TWIC Handout-School Siting

10-13-16 TWIC Handout-email

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

October 13, 2016
2:00 P.M.

651 Pine Street, Room 101, Martinez

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

Agenda Items:

Items may be taken out of order based on the business of the day and preferences of the Committee

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

Staff Present: John Cunningham, Principal Planner

Attendees: John Barclay, CC County Health Dept.
John Steere, CC County Public Works
Mike Carlson, CC County Public Work
Michele Mancuso, CC County Public Works
Crystal O' Dell, CC County Public Works
Jerry Fahy, CC County Public Works
Steve Kowalewski, CC County Public Works
Abby Fateman, CC County DCD
John Cunningham, CC County DCD
Mark Watts, Consultant
Cece Sellgren, CC County Public Works

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. **CONSIDER Administrative items and Take ACTION as appropriate.**
4. **Staff recommends approval of the attached Record of Action for the August 11, 2016, Committee Meeting with any necessary corrections.**

The Committee unanimously approved the meeting record.

5. **ACCEPT report on the financial implications of implementing the new Municipal Regional Permit 2.0, CONSIDER staff's recommendation to prepare an Options Report for a future Committee meeting outlining possible options to finance compliance costs, DIRECT staff to meet with Regional Board staff to ensure the financial implications represented in this report accurately reflect permit requirements, and PROVIDE direction and feedback to staff.**

The Committee unanimously accepted the staff recommendations and further directed staff to bring Report #3 back to the Committee by the end of the year, and in that report to address the financial implications of taking no action. The Committee further directed staff to bring the report to the full BOS within the next three months and after meeting with the State Water Resources Control Board (State Water Board). Staff was also directed to develop a press release and invite the State Water Board to the BOS and TWIC discussion items.

6. **DIRECT staff to expand and add the additional identified trash reduction programs in order to fulfill new requirements imposed by the State Water Resources Control Board.**

The Committee unanimously approved the staff recommendations.

7. **CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including addressing any specific recommendations in the report above.**

The Committee received the report and DIRECTED staff to: 1) continue pursuing options to move the accessible transit study ahead, 2) bring letters to the BOS regarding the California Department of Education's Title 5 update process, 3) to pursue solutions to CCHP's transit service billing issues in conjunction with transit operators and CCTA, 4) investigate vision zero-type policies (inclusive of Automated Speed Enforcement) in conjunction with the process to implement complete streets policies consistent with CCC BOS Resolution No. 2016/374, 5) to bring to the BOS in November a short discussion/placeholder for the Beall/Frazier transportation bill while facilitating discussion between HCP staff and Mark Watts on the same, and 6) develop a legislative response to the Iron Horse Trail legacy grant issue. The California State Transportation Commission (CTC) has worked collaboratively with County representatives on resolving this long-standing issue, and have recognized that in the intervening decades they have allocated funds for active transportation purposes in the corridor. But, the CTC staff has recently requested a meeting with County representatives, preparing a legislative solution may be in the County's interest in the event that CTC staff have identified technical matters that may require a statutory solution.

8. **DISCUSS and REVISE edits to the federal and state legislative platforms, APPROVE and forward revisions to the full Board of Supervisors and/or the Legislative Committee as appropriate.**

The Committee unanimously approved the staff recommendations, with additional revisions to active transportation language, and other changes to bring the platform current. (Summary changes attached to meeting record)

9. **AUTHORIZE Public Works Department staff to expand the program by initiating an outreach campaign to Municipal Advisory Councils, service organizations, church groups, chambers of commerce, sports leagues, scouts, etc. UTILIZE existing monitoring and accounting schemes to take appropriate trash reduction credit for these activities.**

10. **RECEIVE communication and DIRECT staff as appropriate.**

11. **The next meeting is currently scheduled for Thursday, November 10, 2016, at 2:00 p.m.**

12. **Adjourn**

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John Cunningham, Committee Staff

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Federal Platform Changes

1. Vasco Road Safety Improvement Project -- \$18 million for improvements to a 2.5-mile accident-prone section of Vasco Road. Project components include widening the roadway to accommodate a concrete median barrier and shoulders on either side of the barrier, construction of the barrier, and extension of an existing passing lane. The project will eliminate cross-median accidents which have caused numerous fatalities in recent years, and will provide increased opportunities for vehicles to safely pass (unsafe passing is a major cause of accidents and fatalities on this segment of the increasingly busy two-lane undivided road). The project will include provisions for wildlife undercrossings to preserve migration patterns. The proposed improvements will complement a \$10 million ~~completed~~ project that was funded with American Recovery and Reinvestment Act funds and completed 2011.

5. Iron Horse Corridor Enhancement Program -- ~~\$\$\$~~ \$25 million for joint planning, environmental review, and the construction of improvements in the Iron Horse Trail Corridor, a 28 mile non-motorized facility used for commute and recreation purposes providing access to schools, recreational facilities, commercial areas, residences, and mass transit hubs. Eligible projects include corridor planning, trail access improvements, trail expansion/enhancements, overcrossings (7 overcrossings in 5 cities), intersection improvements, Class I trail inter-connectivity projects, and wayfinding/signage projects.

- **Transportation Funding for Disabled, Low-income, and Elderly Persons** – Transit services for elderly, disabled, and low-income persons are provided by the County, by some cities, by all of the bus transit operators, and by many community organizations and non-profits that provide social services. Increased funding is needed to provide and maintain more service vehicles, operate them longer throughout the day, upgrade the vehicle fleet and dispatching systems, improve coordination between public providers and community groups that also provide such services to their clients, ~~and~~ expand outreach programs to inform potential riders of the available services, expedite deployment of efficient new technologies and systems, among other needs. The County supports continuation and increased funding levels for federal funding programs dedicated to transit services for these population groups. All of the demographic trends point to a growing need for such services in the future. For example, the 65-and-older population in the Bay Area is projected to more than double by the year 2030.

Buchanan Field Airport – The County approved a Master Plan for the Buchanan Field Airport in October 2008, which ~~includes~~ included a Federal Aviation Regulation Part 150 Noise Study and a Business Plan for project implementation; all of which complemented a previously approved Federal Aviation Regulation Part 150 Noise Study. The comprehensive planning effort has ideally positioned Buchanan Field Airport for future aviation (general aviation, corporate aviation and commercial airline service) and aviation-related opportunities. To facilitate the economic development potential, the Business Plan prioritizes necessary infrastructure improvements for Buchanan Field Airport (including development of a general aviation terminal/administration building and potential replacement of the ~~60-65~~ year old control tower). Further, as the Airport is surrounded by urban residential uses, enhancing the noise program infrastructure is deemed essential for balancing the aviation needs with those of the surrounding communities. The Federal government, primarily through the Federal Aviation Administration (FAA), provides funding for planning, analysis, and infrastructure improvements. The County will support funding in all these areas for protection and enhancement of our aviation facility and network.

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

Regional Habitat Planning and Conservation – \$85 million to the U.S. Fish and Wildlife Service’s “Cooperative Endangered Species Conservation Fund” to keep pace with land costs and the increasing number of Habitat Conservation Plans (HCPs) throughout the country. The County will support funding for the Fund to be restored to \$85 million, the 2010 funding level. This will provide much needed support to regional HCPs in California and nationally, including the East Contra Costa County HCP. Given the prolific growth in the number of regional HCPs, the Fund needs to be increased even more substantially in subsequent years. The East Contra Costa County HCP has received \$37.5 million from the Cooperative Endangered Species Conservation Fund in the past ~~eight~~ nine years and continuing this grant support is of vital importance to the successful implementation of that Plan. The County will pursue increasing appropriations to the Fund in partnership with numerous counties in northern and southern California and will support requests of the California Habitat Conservation Planning Coalition to increase the Fund up to \$85 million. The County will also request that the California State Association of Counties (CSAC) include this Fund increase as a priority on CSAC’s federal platform.

Habitat Conservation Planning – The County will advocate for elevating the profile of Habitat Conservation Plans (HCPs) such as the East Contra Costa County HCP within Congress and Administration so that these critical federal/state/local partnerships can receive necessary attention and support. HCPs are flagship programs for the federal government and supporting

effective implementation of approved HCPs should be a top priority for the U.S. Department of the Interior and U.S. Fish and Wildlife Service and HCPs should be a key tool in any federal climate change or economic stimulus legislation.

Habitat Conservation Permitting and Permit Alignment – The County will advocate for and support alignment of federal resource permits with U.S Fish and Wildlife Service permits provided through a Habitat Conservation Plan, such as the U.S. Army Corps’ issuance of Regional General Permit 1 to the East Contra Costa County Habitat Conservation Plan. The alignment of permit requirements and processes improves the overall efficiency, predictability and effectiveness of natural resource regulation and project delivery.

State Platform Changes

19-20. SUPPORT revisions to the Public Resources Code and the Air Resources Board's Investment Plans to provide Cap and Trade funding for the conservation of natural lands, parks and open space through fee title acquisition as well as easements.

141-142. SUPPORT efforts to promote economic incentives for "smart growth," in Priority Development and Priority Production Areas including in-fill and transit-oriented development. *Balancing the need for housing and economic growth with the urban limit line requirements of Measure J (2004) will rely on maximum utilization of "smart growth" and Sustainable Community Strategy principles.*

148-149. SUPPORT allocations, appropriations, and policies that support and leverage the benefits of approved Natural Community Conservation Plans (NCCPs), such as the East Contra Costa County NCCP. Support the granting of approximately \$24 million to the East Contra Costa County NCCP from the \$90 million allocation for NCCPs in Proposition 84. Support the inclusion of NCCPs for funding in allocations from Proposition 1. Support \$90 million for implementation of NCCPs and an additional \$100 million for watershed protection and habitat conservation in future park, water or natural resource bonds. Support the position that NCCPs are an effective strategy for addressing the impacts of climate change and encourage appropriate recognition of the NCCP tool in implementation of climate change legislation such as SB 375, AB 32 as well as an appropriate tool for spending ~~CAP~~-Cap and Trade revenues. Promote effective implementation of NCCPs as a top priority for the California Department of Fish and Wildlife. Support an increase to \$1.6 million for the California Department of Fish and Wildlife's Local Assistance Grant program.— Support efforts to streamline implementation of NCCPs including exemptions from unnecessary regulatory oversight such as the Delta Plan Covered Actions process administered by the Delta Stewardship Council. Support alignment of State and Regional of Water Board permits (Section 401

clean water act and storm water permits) and CA Department of Fish and Wildlife Streambed Alteration Agreement (Section 1602 of the Fish and Game code) and other State natural resource permitting with California Endangered Species Act permitting through NCCPs to improve the overall efficiency, predictability and effectiveness of natural resource regulation.

178-179. SUPPORT regional coordination that provides for local input in addressing transportation needs. *Coordinated planning and delivery of public transit, paratransit, and rail services will help ensure the best possible service delivery to the public. Regional coordination also will be needed to effectively deal with the traffic impacts of Indian gaming casinos such as those in West County. Regional coordination also will be essential to complete planning and development of important regional transportation projects that benefit the state and local road system such as TriLink (State Route 239), improvements to Vasco Road, completion of remaining segments of the Bay Trail, improvements to the Delta DeAnza Regional Trail, and the proposed California Delta and Marsh Creek Trails. There may be interest in seeking enhanced local input requirements for developing the Sustainable Communities Strategy for the Bay Area mandated by SB 375 for greenhouse gas reduction. It is important that the regional coordination efforts are based on input gathered from the local level, to ensure the regional approach does not negatively impact local communities. "Top-down" regional planning efforts would be inconsistent with this goal.*

183-184. SUPPORT efforts to coordinate planning between school districts, the state, and local jurisdictions for the purposes of: (1) locating and planning new schools, (2) funding programs that foster collaboration and joint use of facilities, and (3) financing off-site transportation improvements for improved access to existing schools. The County ~~supports the will urge the~~ California Department of Education's current Title 5 update effort to ~~better leverage include removing the current conflict between current~~ school facilities siting policies and in developing sustainable communities. Related to this effort, the County supports reform of school siting practices by way of legislative changes

187-188. SUPPORT funding increases for active transportation projects and planning. Funding is needed for improved pedestrian infrastructure and enhancements and expansion of: trails, on-street bike facilities (Class II and III), and separated facilities (Class I and Class IV [cycle track]). Funding is also needed for corridor and "bicycle superhighway" planning, trail access improvements, overcrossings, intersection improvements, Class I - IV inter-connectivity projects (gap closures), wayfinding/signage projects, and facilities/designs identified in emerging best practices. ~~SUPPORT funding increases for active transportation projects including funding for enhancements and expansion of separated trails (Class I, cycle track) including corridor planning, trail access improvements, trail expansion/enhancements, overcrossings, intersection improvements, Class I trail inter-connectivity projects, and wayfinding/signage projects.~~

**Transportation, Water and Infrastructure Committee Meeting
October 13, 2016**

SIGN-IN SHEET

Name	Representing	Phone
John Cunningham	TWIC/Trans Planning	674-7833
STEVE KOWALEWSKI	CCC PUBLIC WORKS	313-2225
John Barclay	CCHP ICCUS	313-6850
MIKE Carlson	CCC COT	925 313-2321
Michele Mancuso	" "	3-2236
Crystal O'Dell	CCC Public Works	3-2037
JERRY FRANZ	" " ^	3-2276
Ashly Feterman	CCC DCD	47820
John Steere	PWD-	3-2281

Frazier – Beall Transportation Funding Package

- A \$7.4 billion annual funding package to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation.
- A \$706 million repayment of outstanding transportation loans for state and local roads.
- Eliminates the BOE “true up” that causes funding uncertainty and is responsible for drastic cuts to regional transportation projects.
- Indexes transportation taxes and fees to the California CPI to keep pace with inflation.
- Reforms and accountability for state and local governments to protect taxpayers.
- Streamlines transportation project delivery to help complete projects quicker and cheaper.
- Protects transportation revenue from being diverted for non-transportation purposes.*
- Helps local governments raise revenue at home to meet the needs of their communities.*

New Annual Funding

- **State** -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** -- \$516 million annually for transit capital projects and operations.
- **Freight** -- \$900 million annually for goods movement.
- **Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.
- Constitutional Amendment to help locals raise funding at home by lowering the voter threshold for transportation tax measures to 55 percent.*

Reforms and Accountability

- Restores the independence of the California Transportation Commission (CTC).
- Creates the Office of Transportation Inspector General to oversee all state spending on transportation.
- Increases CTC oversight and approval of the State Highway Operations and Protection (SHOPP) program.
- Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

Streamlining Project Delivery

- Permanently extends existing CEQA exemption for improvements in the existing roadway.
- Permanently extends existing federal NEPA delegation for Caltrans.
- Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

New Annual Funding Sources

- Gasoline Excise Tax -- \$2.5 billion (17 cents per gallon increase)
- End the BOE “true up” -- \$1.1 billion
- Diesel Excise Tax -- \$900 million (30 cents per gallon increase)
- Vehicle Registration Fee -- \$1.3 billion (\$38 per year increase)
- Zero Emission Vehicle Registration Fee -- \$16 million (\$165 per year starting in 2nd year)
- Truck Weight Fees -- \$1 billion (Return to transportation over five years)
- Diesel Sales Tax -- \$216 million (3.5% increase)
- Cap and Trade -- \$300 million (from unallocated C&T funds)
- Miscellaneous transportation revenues -- \$149 million

Keeping Promises and Protecting Revenues

- One-time repayment of outstanding loans from transportation programs over two years. (\$706 million)
- Return of truck weight fees to transportation projects over five years. (\$1 billion)
- Constitutional amendment to ensure new funding cannot be diverted for non-transportation uses.

**These provisions will be in companion bills.*

John Cunningham

From: Kiana Valentine <kvalentine@counties.org>
Sent: Thursday, October 06, 2016 4:56 PM
To: Kiana Valentine
Cc: Chris Lee; DeAnn Baker; Merrin Gerety
Subject: Transportation Funding & Reform Update

To: Housing, Land Use, and Transportation Policy
Public Works Directors
CEAC Transportation Policy Committee
Legislative Coordinators

From: Kiana Valentine, CSAC Legislative Representative
Chris Lee, CSAC Legislative Analyst

Re: Transportation Funding & Reform Update

CSAC, along with our partners in the Fix Our Roads Coalition, have been working since the end of the regular legislative session to gain consensus within the Legislature and Administration on a transportation funding and reform proposal and to ensure action on a deal before the transportation special session expires on November 30th. As of yesterday, we have very positive indications that both houses are working towards a deal that could be voted on in the special session after the November election.

Many of you have inquired about what counties can do right now to help influence a successful outcome. Without a specific consensus plan to explicitly support right now, the most effective way for counties to engage is to reach out to their elected officials in the district and keep the pressure on in support of a bipartisan package that includes:

- 1) Returning all existing revenues to current projects,
- 2) Modest revenue increases, and
- 3) Important reforms to maximize efficiency and transparency.

The following talking points are similar to what we've shared in the past with some new suggestions to reflect a sense of urgency to get a deal done in November. Text highlighted in yellow indicates where counties should localize the information.

- The Legislature and Administration came together on a number of important policy issues in 2016 but transportation remains unresolved. Democrats and Republicans alike have stated publicly that transportation is a top priority for their party as has the Governor.
- The Legislature and Administration must come together before the special session expires to pass a reform and funding package and clear the deck for the year. Transportation infrastructure has been and should continue to be a place for bipartisan agreement.
- The Governor has his \$3.6 billion transportation plan, Senator Beall and Assembly Member Frazier came together behind a compromise package (SB X1 1 and SB X1 26) to raise \$7.4 billion a year, and both of these plans include important reforms and existing revenues that have been put on the table by Republicans. All the elements of the "deal" are in front of decision-makers – we just need our leaders to engage, negotiate and get it done.

- In May the CTC cut \$750 million worth of projects and delayed indefinitely another \$750 million more due to a lack of funding. Counties have faced similar cuts to revenues that are the life-blood of the basic maintenance and operations of the existing local street and road system.
- Last month, the situation got even worse. For the first month ever, counties (and cities) received **ZERO** dollars in price-based gas tax revenues because the bond-debt service requirements exceeded revenues generated (a seriously dire unanticipated consequence of the 2010 transportation tax swap). **As a result, the County of XXXXX, will have to YYYY.** For example, we had one county report that they are canceling their seal program as a result of the hit to gas tax revenues this month. Feel free to add any additional local information about how your budget will be impacted next year without a deal and any project cancelations, layoffs, and other impacts that will occur here.
- **XXXXX County's local streets and roads continue to deteriorate (our existing PCI is xxx, backlog is yyy, shortfall is zzz).** Without an influx of new statewide revenues the backlog of projects will grow and the price tag will continue to increase – a \$79 billion problem is already big enough!
- Twenty self-help counties already generate approximately \$4 billion a year at the local level for investment in the state highway system, local street and roads, transit and complete streets projects. Seven self-help counties are seeking extensions in November and seven new counties are pursuing measures to generate even more revenue.
- The gas tax has not been increased in over two decades. While the sustainability of the gas tax is of concern in the long-run, we need short-term action now to stop the bleeding while we research and evaluate alternative funding mechanisms. If we wait for the long term solution the problem will grow by BILLIONS of dollars.
- A lack of consensus and action by November is tantamount to a tax increase on future taxpayers. The time for action is now. **The County of XXXX urges our representatives to engage with your colleagues and your legislative leaders to make sure a transportation reform and funding package is passed before the end of November.**

Please let us know if you have any questions. When new information becomes available we will make sure to share it with you. As always, please share feedback with CSAC staff from your interactions with your state legislative delegation at home.

Kiana Valentine

Legislative Representative

Housing, Land Use, and Transportation

California State Association of Counties®

1100 K Street, Suite 101

Sacramento, CA 95814

kvalentine@counties.org

Desk: 916/650.8185

Mobile: 916/266.3892



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 11/10/2016

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

Department: Conservation & Development

Referral No.: 1

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

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7883

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 (BOS), 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. Specific recommendations, if provided, are underlined in the report below. This report includes three sections, 1) **LOCAL**, 2) **STATE**, and 3) **FEDERAL**.

1) LOCAL

Transportation Expenditure Plan (TEP): The outcome of the November 8th election was not known at the time this report was submitted. Depending on the outcome of the vote, there may be follow up items for the Committee to discuss.

School Safety & Siting

Liberty Union High School District (LUHSD): Staff from Conservation and Development and the Public Works Department met with the LUHSD Superintendent on Thursday, October 27th. Staff will report out the results of that meeting at the November TWIC meeting.

RECOMMENDATION: DISCUSS any local issues of note and take ACTION as appropriate.

2) STATE

Legislative Report

The legislative report from the County's legislative advocate, Mark Watts, is attached (*November TWIC Report*). Mr. Watts will be present at the November meeting to issues of interest to the Committee.

School Siting: Potential Legislation: After the October TWIC meeting where legislation was discussed, staff realized that in order for requirements (as opposed to guidelines) could be developed for school siting by the California Department of Education, new legislative authority may be necessary. That said, attached is a request to Lara Delaney for a placeholder under "Contra Costa Sponsored Bill Proposals" in the event the County needs to develop legislation. That language was discussed and approved at the October 25th Legislative Committee meeting.

Iron Horse Corridor: On October 31st, a delegation from Contra Costa County met with the California Transportation Commission Executive Director Susan Bransen regarding legacy issues related to the Iron Horse Corridor. Staff and the Committee can discuss the outcome and any follow up necessary.

RECOMMENDATION: DISCUSS any state issues of note and take ACTION as appropriate.

3) FEDERAL

No written report in November.

RECOMMENDATION: DISCUSS any federal issues of note 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.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

November TWIC Report (Transportation - Mark Watts)

10-21-16 JC Email - 2017 County Sponsored Legislation

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Contra Costa County
Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

DATE: November 4, 2016

SUBJECT: **November TWIC Report**

Legislative Special Session on Transportation

A coalition of transportation stakeholders continues to mount pressure for a post-election session on transportation funding and reforms in the present Special Session between November 8th and November 30th. The initial target date up to this point had been November 10th, two days after the election, when traditional party caucus meetings will be taking place in Sacramento, although the emphasis has shifted to a bit later in November. The date for the session is absolutely critical given the parliamentary requirements for moving legislation and the obvious intent of limiting the amount of time that legislators need to be present in the Capital City to complete work on a package.

It appears that leadership is more inclined to use the committee structure to get the legislation to the respective floors and to an ultimate vote of both houses, which results in some additional scheduling issues as well. What appears to be emerging is confirmation that there are essentially three timeframes under consideration. First is the week of November 14th -18th, then November 21st - 23rd, the days before Thanksgiving and when members will have completed their travel plans, and finally, the last three days of the month. So process and schedule are very important to getting approval of a transportation bill, and these are matters that will be decided at the leadership level.

Senator Beall has recently been discussing a reduced version of his funding package (SBX1 1) with members of the Senate. It is not yet known how this will be received or shaped. Additionally, The Senator's Office has refined language for a constitutional amendment to provide enhanced and thorough coverage and protections for the new revenues; this measure would go to the voters following legislative approval of the funding package. Other pressing issues include incorporation of Republican reform proposals into the legislative, as well, and the stakeholder coalition has worked to develop a final package of those reforms to get them on the table and these are being drafted into bill language in preparation for their consideration.

In the Assembly, Transportation Committee Chair Frazier continues to engage in discussion with the membership of the Assembly Democratic Caucus to marshal support for the package, ABX1 26.

From: [John Cunningham](#)
To: [Lara DeLaney](#)
Cc: [John Kopchik](#); [Vana Tran](#); [Mark Watts](#); [Anna Battagello](#)
Subject: 2017 County Sponsored Legislation
Date: Friday, October 21, 2016 11:01:48 AM

Lara,

Following up on our phone conversation this morning regarding the need for new county sponsored legislation relative to school siting & safety. Here is my blurb for inclusion in your packet. I'm planning on being at your Leg meeting next week to discuss/respond to questions on the information below as well as any other edits from TWIC. Anna will include this email in our next TWIC packet to ensure the Committee is kept up to date on this issue.

Authorizing/Enabling Legislation Regarding Title 5, California Code of Regulations (School Facilities Construction)

The County has been engaged in advocating for the reform of school siting policies for a number of years. Late this year the California Department of Education (CDE) announced an effort to revise Title 5 to, among other things, "align school facilities and siting policies with state sustainability goals...". In meeting with CDE staff and our Legislative Delegation over the past 5 years it has become apparent that in order to revise Title 5 such that requirements (as opposed to guidance) can be established, a legislative solution may be necessary. Through the Transportation, Water, and Infrastructure Committee (TWIC), staff will work with our legislative delegation and advocate to further develop the necessary solution. This effort is consistent with our current State Legislative Platform (Ag #3, Trans #179, #182) and is reflected in the 2017 Platform revisions submitted by TWIC relative to the aforementioned Title 5 update.

Thank you for your help with this Lara.

- John

John Cunningham
Principal Planner
Contra Costa County
Department of Conservation and Development
30 Muir Road, Martinez, CA 94553

Direct Line: 925-674-7833
Main Transportation Line: 925-674-7209



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 11/10/2016

Subject: RECEIVE report on the East Contra Costa Habitat Conservation Plan, and DIRECT staff to bring the report to the full Board of Supervisors.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 10

Referral Name: Monitor and report on the East Contra Costa County Habitat Conservation Plan.

Presenter: John KopchiK, DCD

Contact: John Kopchik
(925)674-7819

Referral History:

Monitoring and reporting on the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) is a standing referral for the Transportation, Water, and Infrastructure Committee (TWIC) but the Committee has not received a report in the recent past.

Referral Update:

HCP/NCCP staff will give a presentation to TWIC at their November meeting. Some background from the [ECCHCP](#) website:

The East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP or Plan) is intended to provide regional conservation and development guidelines to protect natural resources while improving and streamlining the permit process for endangered species and wetland regulations.

The Plan is designed primarily to streamline approvals for the future growth of the cities of Clayton, Pittsburg, Brentwood and Oakley, and unincorporated communities in the County such as Bay Point and Byron. Up to 11,853 acres of new urban development projects can obtain their endangered species permits under the Plan.

Development of New Homes and Businesses

The Plan is designed primarily to streamline approvals for the future growth of the cities of Clayton, Pittsburg, Brentwood and Oakley, and unincorporated communities in the County such as Bay Point and Byron. Up to 11,853 acres of new urban development projects can obtain their endangered species permits under the Plan.

Public Infrastructure

A variety of public infrastructure projects would benefit from the Plan; these include roads, flood protection projects, schools, neighborhood parks, and recreational trails (up to 1,126 acres in total). Specific rural transportation projects would receive permits under the Plan: the Buchanan Bypass, Byron Highway widening, and Vasco Road widening. Providing streamlined endangered species approvals for these needed projects would help accelerate congestion relief and support the continued economic development of the region.

Recommendation(s)/Next Step(s):

RECEIVE report on the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, DIRECT staff to bring the report to the full Board of Supervisors.

Fiscal Impact (if any):

None.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 11/10/2016

Subject: RECOMMEND Board of Supervisors AUTHORIZE Director of DCD, or designee, to execute MOU designation of Zone 7 as local Groundwater Sustainability Agency

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

Department: Conservation & Development

Referral No.: 5

Referral Name: Review issues associated with the health of the San Francisco Bay and Delta...water quality, supply and reliability...as it relates to groundwater.

Presenter: Ryan Hernandez, Water
Agency-DCD

Contact: Ryan Hernandez
(925)674-7824

Referral History:

In March 2016, the Committee received a report on the formation of a Groundwater Sustainability Agency (GSA) to undertake sustainable groundwater management and consideration of County membership for the Tracy subbasin in East Contra Costa County. The report identified two other medium-priority groundwater basins within the County that requires formation of a GSA. The following report focuses on the Livermore Valley groundwater basin located in south-central portion of the County.

Referral Update:

The Sustainable Groundwater Management Act (SGMA) became effective on January 1, 2015. SGMA requires all high- and medium-priority basins, as designated by the California Department of Water Resources (DWR), be managed by a Groundwater Sustainability Agency (GSA). SGMA stipulates that a GSA be established for priority basins prior to July 1, 2017. As reported in March, a local public agency, or combination of local public agencies overlying a designated basin, may become a GSA if the agency(ies) has(ve) water supply, water management or land use responsibilities within a groundwater basin.

The Livermore Valley (LV) basin, referred to by DWR in Bulletin 118 as the "Livermore-Amador Valley Groundwater Basin, Number 2-10", is a medium-priority groundwater basin. The majority of the LV basin underlies Alameda County with a small portion of the basin extending into Contra Costa County, see Attachment 1 & 2. SGMA designates Zone 7 of the Alameda County Flood Control and Water Conservation District (Zone 7) as the GSA for the portion of the LV basin within Alameda County. Zone 7 currently manages the LV basin under a Groundwater Management Plan, which was adopted in 2005.

The Contra Costa County portion of the LV basin underlies the jurisdictions of the County, City of San Ramon, Contra Costa County Water Agency, East Bay Municipal Utility District (EBMUD) and the Dublin San Ramon Services District (DSRSD). Zone 7 proposes to serve as the GSA for the portion of the LV basin within Contra Costa County; but to do so must enter into an agreement with the parties that currently have water supply/management or land use jurisdiction.

To that end, Zone 7 has prepared a draft Memorandum of Understanding (MOU), see Attachment 3, designating them as the Groundwater Sustainability Agency for the remaining portion of the LV basin in Contra Costa County. The MOU delegates "...all functions, powers, duties, and authority of a GSA conferred by SGMA."

Notwithstanding the MOU, the County maintains its well permitting and land use authority and EBMUD, DSRSD and the City of San Ramon also maintain their existing authorities as it relates to providing water service and land use. The MOU does not require the County to take on any new specific responsibilities related to SGMA for the LV basin and includes a provision that allows any party to terminate the agreement at any time.

To date, all parties other than the County have received their Boards approval to execute the MOU. County Counsel, Environmental Health Division of Health Services, the Department of Conservation and Development, and the Contra Costa County Water Agency were consulted prior to the preparation of this report.

Recommendation(s)/Next Step(s):

RECOMMEND the Board of Supervisors AUTHORIZE the Director of the Department of Conservation and Development, or designee, to execute the Memorandum of Understanding designating Zone 7 of the Alameda County Flood Control and Water Conservation District as the local Groundwater Sustainability Agency under the Sustainable Groundwater Management Act for the portion of the Livermore-Amador Valley Groundwater Basin (No. 2-10) that lies within Contra Costa County.

Fiscal Impact (if any):

Thus far, costs to Contra Costa County Water Agency consists of staff time to prepare materials for completion of this report, correspondence with Zone 7, and review of the MOU by County departments.

Attachments

27594 LV Basin 2-10 -Attachment 1

LV Basin 2-10 -Attachment 2

27594 LV Basin 2-10 -MOU - Attachment 3

Contra Costa County



Alameda
County

**SAN RAMON
VALLEY GROUNDWATER
BASIN**

San Ramon
City Boundary

**SAN JOAQUIN
VALLEY GROUNDWATER
BASIN**

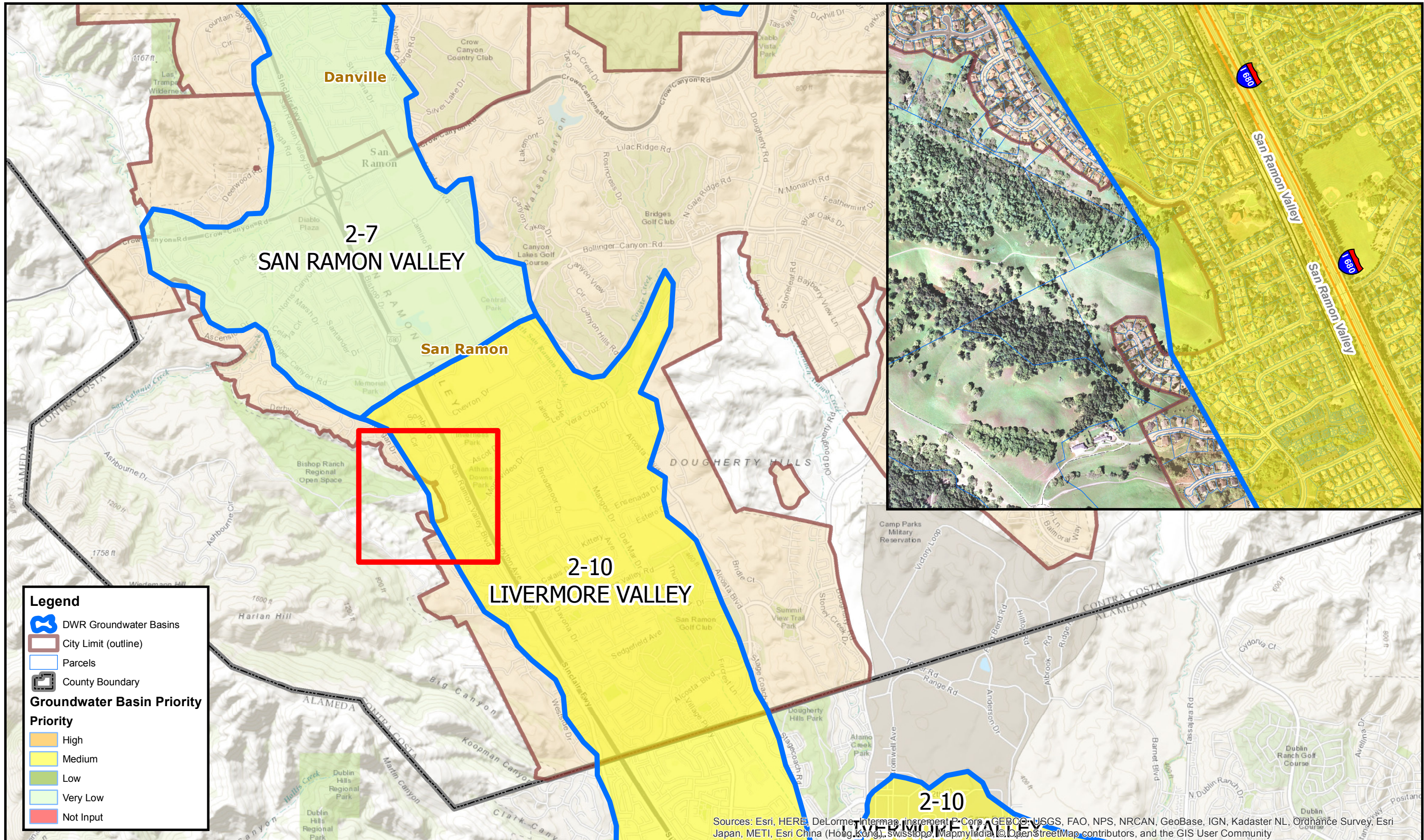
Zone 7
Jurisdictional Area

**CASTRO VALLEY
GROUNDWATER BASIN**

**LIVERMORE VALLEY
GROUNDWATER BASIN**

**SANTA CLARA
VALLEY GROUNDWATER
BASIN**

**SUNOL VALLEY
GROUNDWATER BASIN**



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**MEMORANDUM OF UNDERSTANDING
AMONG
ZONE 7 OF THE ALAMEDA COUNTY FLOOD CONTROL AND WATER
CONSERVATION DISTRICT,
CONTRA COSTA COUNTY,
CONTRA COSTA COUNTY WATER AGENCY,
CITY OF SAN RAMON,
EAST BAY MUNICIPAL UTILITY DISTRICT
AND
DUBLIN SAN RAMON SERVICES DISTRICT**

This memorandum of understanding (MOU) is made and entered among Contra Costa County (CCC), Contra Costa County Water Agency (CCCWA), the City of San Ramon (San Ramon), the East Bay Municipal Utility District (EBMUD) and the Dublin San Ramon Services District (DSRSD) (together, the Five Parties) and Zone 7 of the Alameda County Flood Control and Water Conservation District (Zone 7) in consideration of the factual recitals and mutual obligations contained herein.

WITNESSTH

WHEREAS, the Sustainable Groundwater Management Act of 2014 (SGMA) requires the formation of Local Groundwater Sustainability Agencies (GSAs) and the adoption of Groundwater Sustainability Plans for high- and medium-priority basins within five to seven years; and

WHEREAS, while the majority of the Livermore-Amador Valley Groundwater Basin (DWR Groundwater Basin No. 2-10, hereinafter referred to as "Basin No. 2-10"), a medium priority basin, lies within the boundaries of Alameda County and the jurisdiction of Zone 7, portions lie within the boundaries of Contra Costa County and the jurisdictions of CCC, CCCWA, San Ramon, DSRSD, and EBMUD; and

WHEREAS, SGMA identified Zone 7 as the exclusive local agency to be the GSA for managing groundwater within its statutory boundaries (Water Code, § 10723, subd. (c)(1)(A)), and those statutory boundaries include the portion of Basin No. 2-10 lying within Alameda County, which comprises the majority of the basin; and

WHEREAS, the Five Parties agree it would be prudent for Zone 7 to also manage the small remaining portion of Basin No. 2-10 that lies within the jurisdictions of CCC, CCCWA, San Ramon, DSRSD, and EBMUD to achieve effective groundwater management; and

WHEREAS, it is in the interests of the Five Parties and Zone 7 to maintain current levels of jurisdictional authority while striving for holistic, sustainable groundwater basin management; and

WHEREAS, it is mutually beneficial to create this agreement to establish a delegation of authority to allow Zone 7 to be the GSA for the remaining portion of Basin No. 2-10 within the jurisdictions of CCC, CCCWA, San Ramon, DSRSD, and EBMUD to assure sustainable groundwater management;

NOW, THEREFORE, the Five Parties and Zone 7 do hereby agree as follows:

1. Purposes of MOU. The purposes of this MOU are (1) for each of the Five Parties to agree to confer to Zone 7 certain Delegated Authority (as that term is defined in Paragraph 2.A below) within the Delegated Area (as that term is defined in Paragraph 3 below), and (2) for Zone 7 to agree to exercise the Delegated Authority within the Delegated Area.
2. Authority and Responsibility.
 - A. Upon execution of this MOU, and upon final approval by California Department of Water Resources recognizing Zone 7 as the GSA responsible for the portion of Basin No. 2-10 lying within the area described in Paragraph 3 of this MOU, the Five Parties agree to delegate to Zone 7 all functions, powers, duties, and authority of a GSA conferred by SGMA. Notwithstanding any other provision of this MOU, the following authority shall not be delegated to Zone 7: (1) CCC shall continue to be the well permitting agency for all areas within its jurisdiction, (2) San Ramon and CCC shall continue to be the land use agencies for all areas within their respective jurisdictions, and (3) EBMUD and DSRSD shall continue to be the water supply agencies for all areas within their respective jurisdictions. The authority delegated by this Paragraph 2.A is referred to herein as the “Delegated Authority”.
 - B. Zone 7 agrees to assume and exercise all responsibilities required of a GSA, and to enforce all provisions and requirements contained in the Groundwater Sustainability Plan to be adopted for Basin No. 2-10 in accordance with SGMA. Zone 7 shall continue to monitor groundwater elevations within the Designated Area and to enter data into CASGEM as required in order to maintain grant eligibility.
3. Geographic Extent of Delegated Authority. The Delegated Authority shall have effect in that portion of Basin No. 2-10 which lies within the jurisdictional boundaries of each of the Five Parties, which portion is depicted in Exhibit A and is referred to herein as the “Delegated Area”.
4. Records. Zone 7 shall provide each of the Five Parties copies of all documents, reports, studies and other records created in the course of its exercise of the Delegated Authority which affects or relates to groundwater management within the Delegated Area. CCC shall provide Zone 7 with copies of all well permits issued or environmental reports received (including well completion reports) and any water level measurements taken within the Delegated Area. Zone 7 and the Five Parties shall cooperate and coordinate in responding to requests made under the California Public Records Act regarding records related to groundwater management within the Delegated Area.
5. Term. This MOU becomes valid and effective immediately upon execution by each of the Five Parties and Zone 7 and shall remain in effect unless terminated pursuant to Paragraph 9, below.
6. Entire Agreement. This MOU shall constitute the entire agreement among the Five Parties and Zone 7 relating to the delegation of authority provided by SGMA as relates to Basin No. 2-10. This MOU supersedes and merges all previous understandings, and all other agreements, written or oral, between the parties and sets forth the entire

understanding of the parties regarding the subject matter thereof.

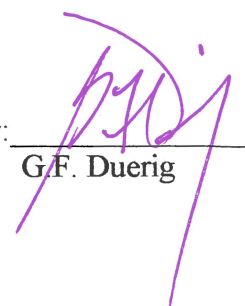
- 7. Counterparts and Copies. This MOU may be executed in any number of counterparts, each of which may be deemed an original and all of which collectively shall constitute a single instrument. Photocopies, facsimile copies, and PDF copies of this MOU shall have the same force and effect as a wet ink original signature on this MOU.
- 8. Amendment. This MOU may be amended at any time by a written agreement duly executed by each of the Five Parties and Zone 7.
- 9. Termination.
 - A. This MOU may be voluntarily terminated in full at any time by a writing signed by each of the Five Parties and Zone 7.
 - B. Any of the Five Parties may elect to terminate its participation in this MOU at any time. Termination of such party's participation in this MOU shall not become effective until after both of the following have occurred: (1) the terminating party provides written notice to all other signatories to this MOU of its intent to terminate its participation, and (2) one year has elapsed following the date of such written notice, during which time the terminating party may make efforts to assume the GSA role for the portion of the Delegated Area within the terminating party's jurisdiction. The termination of any of the Five Parties' participation in this MOU shall not affect the continuing validity of the MOU with respect to the remaining signatories.
 - C. Zone 7 may provide written notice to each of the Five Parties of its intent to terminate the Agreement, and the MOU shall cease to be of further effect one year following delivery of Zone 7's notice, during which time Zone 7 shall continue to exercise the Delegated Authority within the Delegated Area to allow adequate time for the Five Parties to address GSA related requirements for their respective portions of the Delegated Area.
- 10. Signatures. The individuals executing this MOU represent and warrant that they have the legal capacity and authority to do so on behalf of their respective legal entities.

IN WITNESS WHEREOF, the parties hereto have executed this MOU as follows:

CONTRA COSTA COUNTY

ZONE 7 OF THE ALAMEDA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By: _____
President, BOS Dated:

By:  _____
G.F. Duerig Dated: 21 Apr 2016

CONTRA COSTA WATER AGENCY

CITY OF SAN RAMON

By: _____

By: _____

DUBLIN SAN RAMON SERVICES
DISTRICT

EAST BAY MUNICIPAL UTILITY
DISTRICT

By: _____

By: _____

Richard Sykes Dated:
Director of Water
and Natural Resources



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 11/10/2016

Subject: RECEIVE the Report on PG&E, Cities and County Street Light Coordination Meetings.

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

Department: Public Works

Referral No.: 13

Referral Name: Monitor implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa County.

Presenter: Jason Chen, Department of Public Works

Contact: Jason Chen
(925)313-2299

Referral History:

During the December 7, 2015 TWIC meeting, staff was directed to report the result of the survey.

Referral Update:

Please see the attached.

Recommendation(s)/Next Step(s):

RECEIVE this status report on the street light coordination survey.

Fiscal Impact (if any):

No impact on the general fund. All costs for street lights are funded by County Service Area L-100 or Community Facilities District 2010-1.

Attachments

TWIC County-Cities Street Light Survey Memo

Survey Questionnaire Emailed to Cities Contacts

Cities Survey Contacts

Survey Questions Talled



MEMO

September 12, 2016

TO: Transportation, Water, and Infrastructure Committee
Supervisor Candace Andersen, District II, Chair
Supervisor Mary N. Piepho, District III, Vice Chair

FROM: Jason Chen, Senior Civil Engineer, Special Districts

SUBJECT: **Report on PG&E, Cities and County Street Light Coordination Meetings**

REFERRAL HISTORY

During the December 7, 2015 TWIC meeting, County Public Works staff was directed to report the result of the survey.

REFERRAL UPDATE

Background:

The Letter of Understanding (LOU), dated February 2008, between PG&E and County, states the commitment of PG&E for open communication and responsive service levels and actions in resolving issues related to street light performance. A way to keep communication channels open was by conducting regular discussions at Street Light Coordination meetings with the County, its constituent, Cities and Towns. However, in 2015 there was a change in the frequency of these meetings at the request of PG&E due to low participation of Cities staff.

Continuing the effort initiated in May 2008, the County Public Works Department, PG&E, and Cities met in January, March, and April 2015. There were no meetings held in July and October as County prepared to reach out to Cities staff for their feedback. Since reporting to TWIC on December 7, 2015 there have been no meetings in 2016.

The PG&E, Cities, and County Street Light Coordination meetings allowed communication among those present to address issues related to street light maintenance, operations, increased efficiencies and LED conversions, and rates.

Because of the generally low City attendance at the meetings, County Public Works assembled a survey to cities which was reviewed by PG&E. The goal of this survey was to determine if Cities and the County would like to continue to meet and discuss street light issues and if so, to determine the best way to conduct the meetings, who should attend, how

"Accredited by the American Public Works Association"

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TEL: (925) 313-2000 • FAX: (925) 313-2333
www.cccpublicworks.org

often should meetings be held, identify topics to discuss that would be of value, etc.

County Public Works staff developed a 10 question survey that listed choice answers and

also the opportunity to add a choice statement per question, listed as "Other" (see attached). County Public Works sent the survey to identified representatives of the 19 cities in the County by email in mid-March and requested a response by the end of March. County Public Works received survey responses from 15 cities.

Survey Results:

A total of 15 cities responded to the survey. In almost all of the questions the participant cities could vote for one or more answers. The survey tally shows that the majority (13) preferred to continue with On-site meetings. The majority (9) also preferred PG&E Street Light Coordination meetings to be held quarterly with varied locations such as agency or PG&E offices considering non rush hours as well as the importance to have technical presentations. See Charts 1, 2 and 3.

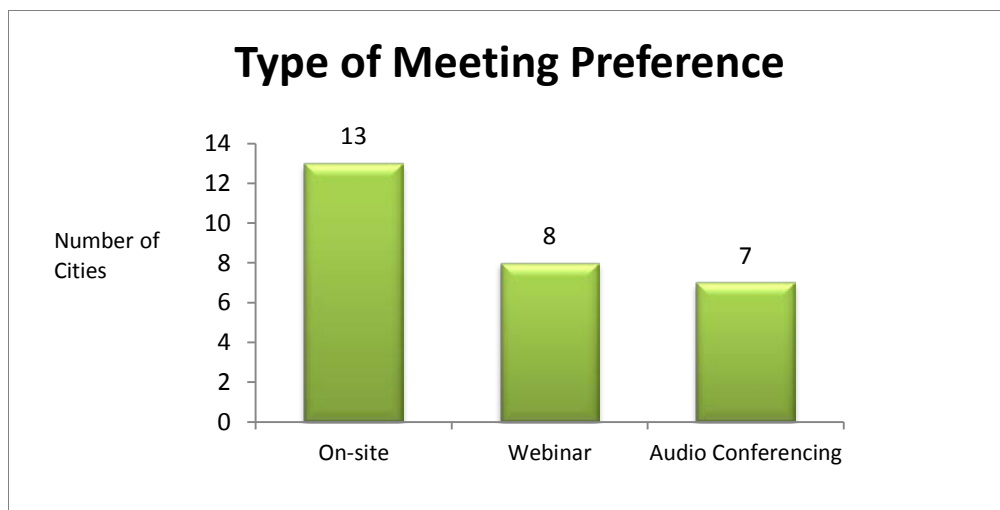


Chart 1 (Question 3)

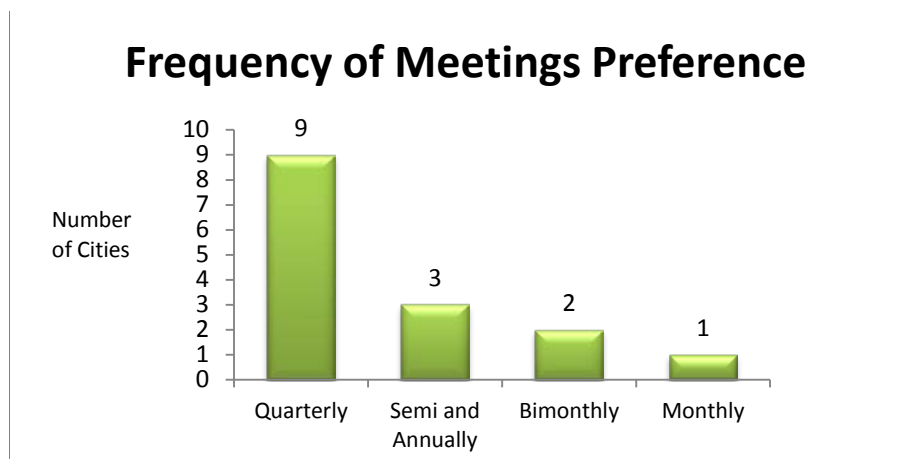


Chart 2 (Question 8)

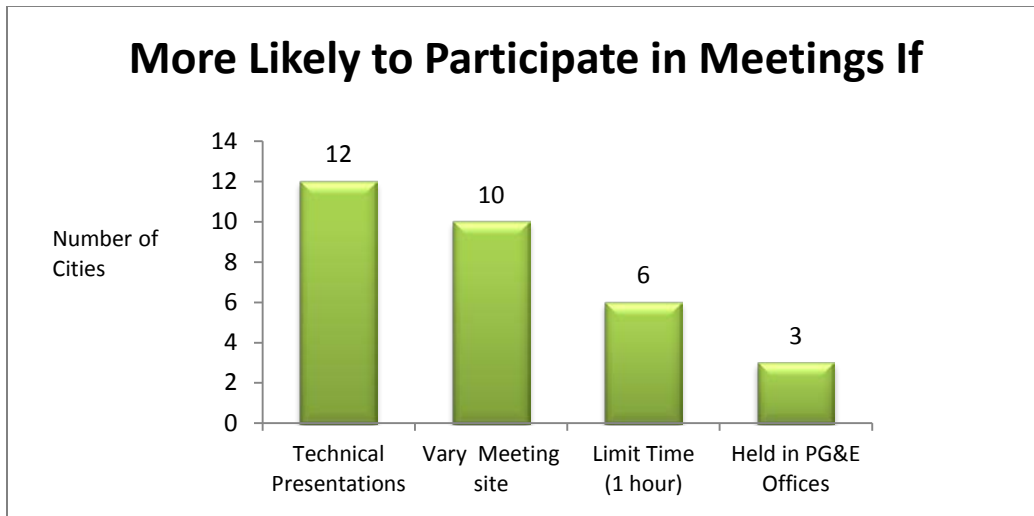


Chart 3 (Question 7)

The cities representatives indicated that there would be benefits in meeting with PG&E and other city representatives to discuss customer service issues, network and problem solve regional issues, learn about LED street light conversion rebate and loans, stay current on the latest technologies, better understand of PG&E services, help upgrading of lighting quality and levels, have input on PG&E costs, help improve system inventory including asset and maintenance history and reporting, and learn and receive feedback from other cities as some may have dealt with issues previously.

Other topics of interest to cities representatives include; LED conversion technology, Wire theft, Photo-cell controls technology, PG&E related maintenance plans, future projects affecting the cities, PG&E related maintenance plans, and changes in street light tariffs. See Chart 4.

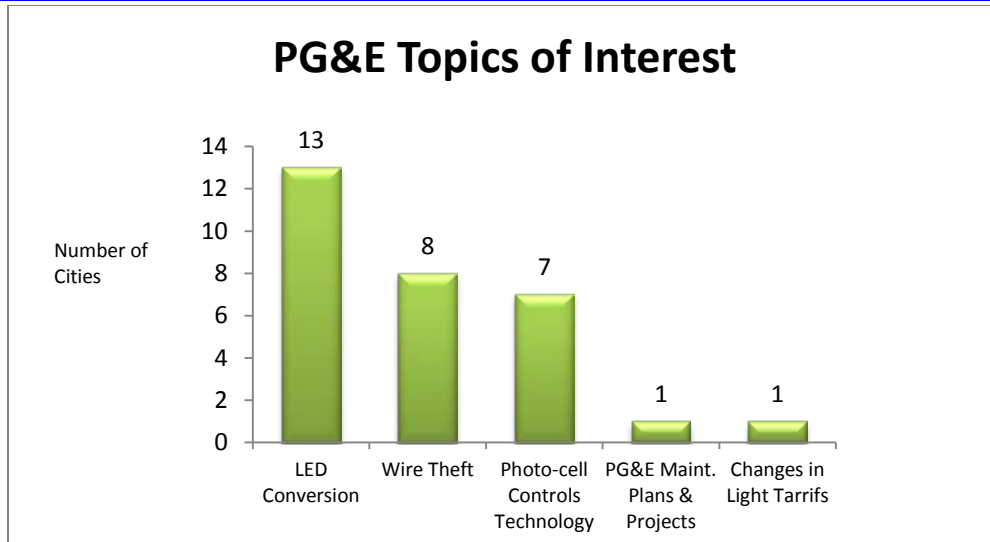


Chart 4 (Question 1)

Cities representatives also mentioned they would benefit from learning about specific PG&E services such as; street light inventory review, fixture and pole repair (cleaning and painting), fixture and pole cleaning, single billing, status or regular and EC 90-day outages, trimming around street light poles and fixtures and upgrading non-traditional street lights to LED similar to park and parking lot lights. See Chart 5.

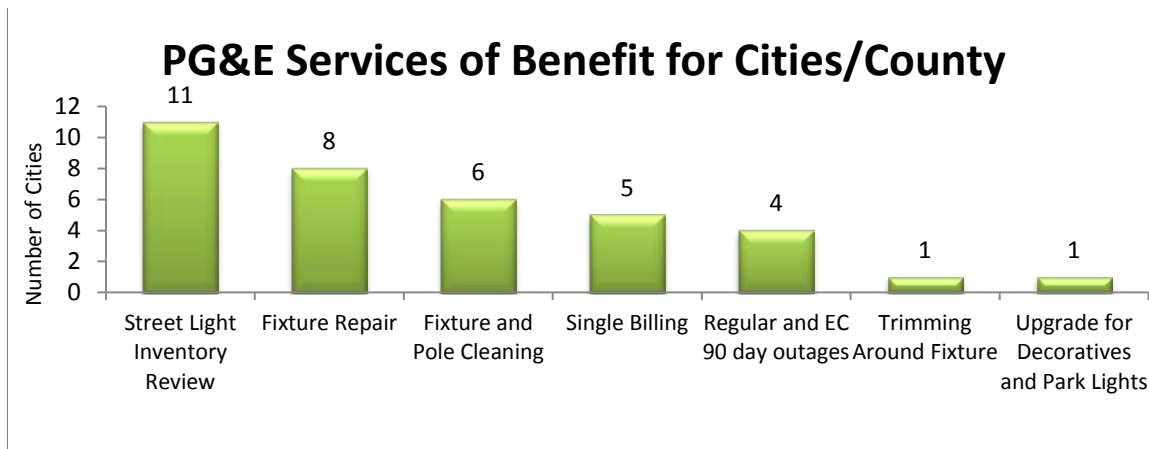


Chart 5 (Question 2)

In past years during Street Light Coordination meetings, Cities and County representatives discussed many PG&E Services topics. Based on responses to Question 5, the topics found of most interest about specific PG&E services among Cities and County staff are ranked below:

- Maintenance and tracking systems (10)
- Pole knockdowns (9)
- Standard maintenance cycles (9)
- Burn out lamps replacements (9)
- Painting of street light poles (8)

- Repair of routine outages (7)
- Repair of non-routine outages (7)
- Repair of non-burnout outages (7)
- Replacement of deteriorated facilities (6)
- New product choices - cobra heads (6)
- Decorative street lights (6)
- Group lamp replacements (5)
- Streamlined processes (5)
- Tree trimming around fixture (1)
- Park lights owned and maintained by PG&E (1)

Information updates from the California Public Utilities Commission (CPUC) is also a topic that many cities representatives find of interest, specifically about rates for energy usage, rebates, legislation approvals, emerging technologies and tariffs since the decisions they make affect the work that PG&E is funded to do. See Chart 6.

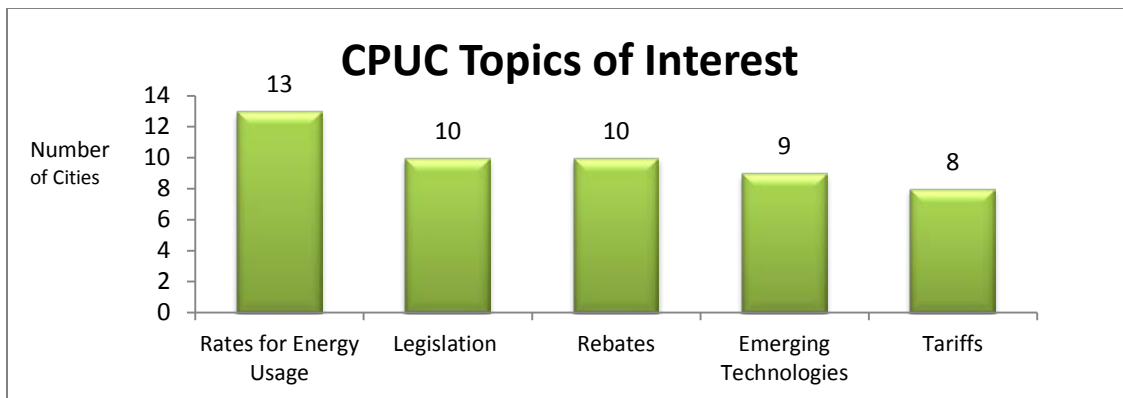


Chart 6 (Question 4)

Conclusion:

PG&E and County staff agree the survey shows cities that want to continue the Street Light Coordination meetings. These meetings would be held quarterly, include presentations, and be conducted at various rotating governmental locations. Meeting locations and topics would be decided at the end of each meeting for the next meeting. Meeting participants can use the survey results as suggestions for meeting topics.

County will coordinate with PG&E to resume the Street Light Coordination meetings starting in early 2017.

RECOMMENDATION

ACCEPT this status report on the street light coordination survey.

FISCAL IMPACT

No impact on the general fund. All costs for street lights are funded by County Service Area L-100 or Community Facilities District 2010-1.

JD:JC:nt

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Enclosures:

- Survey Questionnaire Emailed to Cities Contacts
- Cities Survey Contacts
- Survey Questions Tallied

C: Members, Board of Supervisors
D. Twa, CAO
B. Balbas, Deputy Public Works Director
W. Lai, Assistant Public Works Director, Engineering Services
J. Cunningham, Department of Conservation and Development
T. Guarino, Pacific Gas & Electric

City/County Street Light Survey

I am writing to you because we are surveying all of the 19 cities in the County about the City/County PG&E Street Light Coordination Meetings.

The goal of this survey is to determine if Cities and the County should continue to meet to discuss street light issues and if so, to determine how to best to conduct the meetings, who should attend, how often should meetings be held, identifying topics to discuss, would another format, e.g. an annual street light symposium, be of value, and more. Your input is greatly appreciated.

When PG&E was recently ready to roll out the LED replacement project, a meeting held in March 2015 at Public Works was well attended by the Cities. Quarterly street light coordination meetings have been attended by City staff but at lower levels of participation. Questions have surfaced as to the need to have the meetings, the frequency and format of the meetings, and the topics discussed at the meetings.

The attached survey includes questions have been designed in order to address the PG&E City/County Street Light Coordination meetings. At the end of the survey, there is space to add any thoughts or suggestions from your City.

Below, please find the questions to respond to by **March 24, 2016**:

1) What topics would you like to learn more about via the City/County street light coordination meetings (mark as many items as you wish)?

- a) LED conversion technology
 - b) Photo-cell controls technology
 - c) Wire theft
 - d) Other (please describe)
-

2) Which of these PG&E services are of interest to you (mark as many items as you wish)?

- a) Regular and EC 90 day outages
 - b) Single Billing
 - c) Street Light Inventory Review
 - d) Fixture Repair
 - e) Fixture and Pole Cleaning
 - f) Other (please describe)
-

3) What type of street light coordination meetings would you prefer?

- a) On-site meetings
- b) Webinar meetings
- c) Audio conferencing (phone only)

4) California Public Utilities Commission (CPUC) decisions affect the work that PG&E is funded to do and other issues related to street lighting. What types of CPUC updates would be of value to you (mark as many topics as you like)?

- a) Legislation (for example, AB 719)
 - b) Rebates
 - c) Tariffs
 - d) Rates for energy usage
 - e) Emerging technologies
 - f) Other (please describe)
-

5) PG&E street light services have been discussed at City/County Coordination meetings. Please help us know which topics are of interest to your City. (Mark as many items as you wish.)

- a) Burnout Lamp Replacements
 - b) Group Lamp Replacements
 - c) Standard Maintenance Cycles
 - d) Replacement of Deteriorated Facilities
 - e) Streamlined Processes
 - f) New Product Choices – cobra heads
 - g) Decorative Street Lights
 - h) Maintenance and Tracking systems
 - i) Repair of Routine Outages
 - j) Repair of Non-Burnout Outages
 - k) Knockdowns
 - l) Painting of Street Light Poles
 - m) Other (please describe)
-

6) How do you envision the street light coordination meetings helping to address improvements in street lighting in your City?

7) Would City staff be more likely to participate in meetings if they were (mark as many responses as you wish)

- a) Limited to one hour in duration
 - b) Held in various locations around the County (City offices, corporation yards)
 - c) Held at PG&E offices (Detroit St. in Concord)
 - d) To include technical presentations (e.g. on luminaires, control facilities, support arms, service wiring, poles or posts, foundations, underground/overhead wiring)
 - e) Other (please describe)
-

8) How often would City staff attend City/County street light coordination meetings?

- a) Monthly
- b) Bimonthly
- c) Quarterly
- d) Semi-annually
- e) Annually

- 9) Future Meetings of City/County Street Light Personnel
- a) Would another format, e.g. an annual City/County street light symposium, be of value? (circle one) YES NO
 - b) Does your City prefer to address street light issues via one on one meetings with PG&E customer service staff? (circle one) YES NO
- 10) Please add any suggestions or comments that will assist the Cities, PG&E and the County on street light related matters.

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Cities Survey Contacts

Survey Sent To

CITY OF ANTIOCH
Public Works Director
Ron Bernal
779-6950

CITY OF BRENTWOOD
Public Works Director
Chris Ehler
516-6000

CITY OF CLAYTON
City Engineer
Rick Angrisani, John Johnston
363-7433

CITY OF CONCORD
Public Works Director
Justin Ezell
671-3231

TOWN OF DANVILLE
Development Services Director
Steve Lake
314-3319

TOWN OF DISCOVERY BAY
Landscape and Facilities Manager
Brian Miller

CITY OF EL CERRITO
Public Works Director / City Engineer
Yvetteh Ortiz
(510) 215-4382

CITY OF HERCULES
City Engineer
Mike Roberts
(510) 799-8241

CITY OF LAFAYETTE
Public Works Director
Mike Moran
934-3908

CITY OF MARTINEZ
Public Works Director
Tim Tucker
372-3562

TOWN OF MORAGA
Public Works Director
Edric Kwan
888-7025

CITY OF OAKLEY
City Engineer
Kevin Rohani
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CITY OF ORINDA
Public Works Director
Charles Swanson
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Survey Returned By

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Public Works Director
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CITY OF BRENTWOOD
Public Works Assistant Director
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City Engineer
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Public Works Director
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CITY OF OAKLEY
City Engineer
Kevin Rohani
625-7003

CITY OF ORINDA
Public Works Director
Charles Swanson
253-4231

Survey Sent To

CITY OF PINOLE
Public Works Director/City Engineer
Tamara Miller
724-9010

CITY OF PITTSBURG
City Managers Admin Officer
Laura Wright
252-4114

CITY OF PLEASANT HILL
Maintenance Supervisor
Mike Moore
671-5265

CITY OF RICHMOND
Public Works Director
Yader Bermudez
774-6300

CITY OF SAN PABLO
Public Works Director
Barbara Hawkins
215-3061

CITY OF SAN RAMON
Program Manager
Patrick Gutierrez
973-3200

CITY OF WALNUT CREEK
Public Works Manager
Rich Payne
256-3586

Survey Returned By

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Public Works Director/City Engineer
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CITY OF PITTSBURG
City Managers Admin Officer
Laura Wright
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CITY OF SAN RAMON
Program Manager
Patrick Gutierrez
973-3200

CITY OF WALNUT CREEK
Public Works Manager
Rich Payne
256-3586

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City/County Street Light Survey Tally

- 1) What topics would you like to learn more about via the City/County street light coordination meetings (mark as many items as you wish)?
 - a) LED conversion technology (13)
 - b) Photo-cell controls technology (7)
 - c) Wire theft (8)
 - d) Other (please describe)
 - * PG&E related maintenance plans, future projects affecting the city. (Walnut Creek)
 - * Changes in street light tariffs. (El Cerrito)

- 2) Which of these PG&E services are of interest to you (mark as many items as you wish)?
 - a) Regular and EC 90 day outages (4)
 - b) Single Billing (5)
 - c) Street Light Inventory Review (11)
 - d) Fixture Repair (8)
 - e) Fixture and Pole Cleaning (6)
 - f) Other (please describe)
 - * Trimming around the fixture. (Pleasant Hill)
 - * PG&E upgrading remaining street lights – decorative and park lights. They currently do not have an application for an approved tariff. (Richmond)

- 3) What type of street light coordination meetings would you prefer?
 - a) On-site meetings (13)
 - b) Webinar meetings (13)
 - c) Audio conferencing (phone only) (20)

- 4) California Public Utilities Commission (CPUC) decisions affect the work that PG&E is funded to do and other issues related to street lighting. What types of CPUC updates would be of value to you (mark as many topics as you like)?
 - a) Legislation (for example, AB 719) (10)
 - b) Rebates (10)
 - c) Tariffs (8)
 - d) Rates for energy usage (13)
 - e) Emerging technologies (9)
 - f) Other (please describe)
 - * A regular CPUC update is very important (El Cerrito)

- 5) PG&E street light services have been discussed at City/County Coordination meetings. Please help us know which topics are of interest to your City. (Mark as many items as you wish.)

- a) Burnout Lamp Replacements (8)
- b) Group Lamp Replacements (5)
- c) Standard Maintenance Cycles (9)
- d) Replacement of Deteriorated Facilities (7)
- e) Streamlined Processes (5)
- f) New Product Choices – cobra heads (6)
- g) Decorative Street Lights (6)
- h) Maintenance and Tracking systems (10)
- i) Repair of Routine Outages (7)
- j) Repair of Non-Burnout Outages (7)
- k) Knockdowns (9)
- l) Painting of Street Light Poles (8)
- m) Other (please describe)

- * Tree trimming away from the fixture. Since these are resident's trees, why doesn't P.G.&E. notify the resident that it is their responsibility to trim their trees instead of telling them to contact the City? A simple door hanger would save time and numerous phone calls. (Pleasant Hill)

- * Park lights owned and maintained by PG&E. (Richmond)

6) How do you envision the street light coordination meetings helping to address improvements in street lighting in your City?

- * Ability to network and problem solve regional issues (Walnut Creek)
- * I think important since this is a large part of funds from L&L and the more efficient and better tracked L&L can be used elsewhere (Pittsburg)
- * I rarely attend. I personally don't think they are needed. (Martinez)
- * Better response to our customers by knowing what PG&E is doing. Better coordination with conflicting projects that may affect outcomes. Discussion of future programs and changes at PG&E. (Danville)
- * LED street light conversion rebate and loans (Brentwood)
- * Networking to solve problems or concerns that others might have already dealt with. (Pleasant Hill)
- * Staying current on the latest technologies and rebate programs; Maintaining good working relationships with PG&E and neighboring agencies. (Concord)
- * Request improved services from PG&E & information sharing. (Richmond)
- * PG&E could serve as a contractor resource or bulk buyer for cities and let this be known at meetings. (Lafayette)
- * By providing service and information to residents. (Moraga)
- * Better understanding of PG&E services. (Orinda)
- * Major upgrade of LED projects. (Oakley)
- * Help upgrading lighting quality and levels, control PG&E costs, system inventory including asset and maintenance history and reporting, learn from others. (El Cerrito)
- * Stream line process for reporting and repairs, in addition, finding out new PG&E policies and procedures, including new upcoming projects and programs. (San Ramon)

- 7) Would City staff be more likely to participate in meetings if they were (mark as many responses as you wish)
- a) Limited to one hour in duration (6)
 - b) Held in various locations around the County (City offices, corporation yards) (10)
 - c) Held at PG&E offices (Detroit St. in Concord) (3)
 - d) To include technical presentations (e.g. on luminaires, control facilities, support arms, service wiring, poles or posts, foundations, underground/overhead wiring) (12)
 - e) Other (please describe)
 - * May depend on how often the group meets and the topics. (Pittsburg)
 - * Hold meetings in Martinez or during a time that doesn't put people on the road during rush hour, because getting from West County to Central County (Concord/ Walnut Creek) during rush hour can be quite time consuming. Up to 2 hour meeting is fine. (El Cerrito)
- 8) How often would City staff attend City/County street light coordination meetings?
- a) Monthly (1)
 - b) Bimonthly (2)
 - c) Quarterly (9)
 - d) Semi-annually (3)
 - e) Annually (3)
- 9) Future Meetings of City/County Street Light Personnel
- a) Would another format, e.g. an annual City/County street light symposium, be of value? (circle one) YES (7) NO (5) OTHER (1)
 - b) Does your City prefer to address street light issues via one on one meetings with PG&E customer service staff? (circle one) YES (7) NO (1) OTHER (4)
- 10) Please add any suggestions or comments that will assist the Cities, PG&E and the County on street light related matters.
- * Having these meetings were very helpful in that they provided a forum for City Staff to discuss issues with other Cities. They help gain perspective in learning of the challenges that other Cities experiencing related to Streetlights and PG&E. (Walnut Creek)
 - * We need an easier way to get GIS information about our street lights. While the "BRIO" Excel Spreadsheets are OK, importing GIS information directly would be better. (Danville)
 - * We just completed our L.E.D. Conversions so a life expectancy and maintenance topic could be helpful. (Pleasant Hill)
 - * Meeting annually seems about reasonable for streetlight coordination for Lafayette. We just do not have that many PG&E-owned streetlights. (Lafayette)

* Can PG&E provide a GIS map or something similar to show where all streetlights are and a map of when things were given maintenance. Maybe an updated map each quarter. And maybe a base map that we can import into our system. (El Cerrito)

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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 11/10/2016

Subject: RECEIVE the Report on PG&E Coordination with Cities and County for Street Light Maintenance and MONITOR Implementation of the Letter of Understanding.

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

Department: Public Works

Referral No.: 13

Referral Name: Monitor implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa County.

Presenter: Jason Chen, Department of Public Works

Contact: Jason Chen
(925)313-2299

Referral History:

The Transportation, Water and Infrastructure Committee (TWIC) committee accepted the 2015 status report on street light maintenance by PG&E in coordination with Cities (Countywide) on December 7, 2015.

Referral Update:

The TWIC committee requested Public Works staff to report annually on the status of street light maintenance coordination efforts with PG&E. Staff reported at the December 7, 2015 meeting regarding this item.

Background:

The Letter of Understanding (LOU), dated February 2008, between PG&E and County, states the commitment of PG&E for open communication and responsive service levels and actions in resolving issues related to street light performance. A way to keep communication channels open was by conducting regular discussions at Street Light Coordination meetings with the County, its constituent, Cities and Towns. However, in 2015 there was a change in the frequency of these meetings at the request of PG&E due to low participation of Cities' staff.

Continuing the effort initiated in May 2008, the County Public Works Department, PG&E and Cities met in January, March, and April 2015. There were no meetings held in July and October as County prepared to reach out to Cities staff for their feedback. Since reporting to TWIC on December 7, 2015 there have been no meetings in 2016.

The PG&E, Cities, and County Street Light Coordination meetings allowed communication among those present to address issues related to street light maintenance, operations, increased efficiencies and LED conversions, and rates.

As Public Works staff prepares an update to the LOU with more current and relevant topics, the priority focus was to assemble a survey to cities, reviewed by PG&E. The goal of this survey was to determine if Cities and the County would like to continue to meet and discuss street light issues. The survey was distributed to the 19 cities in the County and 15 Cities responded.

PG&E and County Public Works staff agree that the survey results indicate that the cities want to continue the Street Light Coordination meetings. County will coordinate with PG&E to resume the Street Light Coordination meetings starting in early 2017.

Another major effort that occurred in 2016 was the LED Street Light Conversion Projects. This project launched in spring 2015, with the majority of the street lights converted in 2016. This project converted about 5,600 PG&E street lights countywide. PG&E street light conversion project team was well organized and completed the work in a time efficient manner. PG&E's team included public outreach team that mailed notifications letters and respond to inquiries from residents.

The next steps for 2017 will be to:

- 1) Resume the Street Light Coordination meetings.
- 2) Continue the process to review the LOU and reflect the challenges of 2017 and beyond.
- 3) Provide update to TWIC toward the end of 2016.

Recommendation(s)/Next Step(s):

RECEIVE this status report on the street light coordination effort between Pacific Gas and Electric Company (PG&E), the County Public Works Department (County), and Cities for street light maintenance and provide direction as appropriate.

Fiscal Impact (if any):

No impact on the general fund. All costs for street lights are funded by County Service Area L-100 or Community Facilities District 2010-1.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

10.

Meeting Date: 11/10/2016
Subject: COMMUNICATION/News Clippings
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

Communication items are added to the TWIC agenda on an as-needed basis.

Referral Update:

Communication Received:

News, etc: Freakonomics Radio*

In Praise of Maintenance: Has our culture's obsession with innovation led us to neglect the fact that things also need to be taken care of? <http://freakonomics.com/podcast/in-praise-of-maintenance/>

** Freakonomics Radio is an award-winning weekly podcast with 7 million downloads a month; it also airs on public-radio stations across the country. Host Stephen Dubner has surprising conversations that explore the riddles of everyday life and the weird wrinkles of human nature—from cheating and crime to parenting and sports. Dubner talks with Nobel laureates and provocateurs, social scientists and entrepreneurs — and his Freakonomics co-author Steve Levitt. Freakonomics Radio is produced by Dubner Productions and WNYC Studios.*

Recommendation(s)/Next Step(s):

RECEIVE communication and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

10-20-16 Vasco Support letter

CANDACE ANDERSEN

CONTRA COSTA COUNTY
BOARD OF SUPERVISORS

SUPERVISORIAL DISTRICT TWO

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LAMORINDA OFFICE
LAFAYETTE FIRE STATION
3338 MT. DIABLO BLVD.
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(925) 646-6067
FAX (925) 646-6068

October 20, 2016

Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800,
Oakland, CA, 94607

Dear Mr. Dao:

On behalf of Contra Costa County, I am writing to express the Board of Supervisor's support for the City of Livermore's grant application for the Vasco Road Interchange Improvement Project located in Alameda County.

Vasco Road is a primary arterial route that provides access between eastern Contra Costa County (including Discovery Bay, Byron, Brentwood, Oakley, and Antioch and beyond) to I-580 in Alameda County. Vasco Road links State Route 4 with Interstate 580 in Alameda County, and also links the residential areas of eastern Contra Costa County with the employment centers of Livermore, Pleasanton and Dublin in Alameda County and further on to San Jose.

Vasco Road is currently at or near its capacity while Byron Highway and State Route 4 are at approximately 70 percent of their capacity. Preliminary traffic growth demand estimates show that by 2040 current capacity will be exceeded by 50 percent or more.

The Vasco Road Interchange Improvement Project at I-580 will help reduce congestion, improve travel time, and add bicycle and pedestrian facilities that will improve safety.

We support this funding request to complete the initial planning phase and environmental clearance and position the project for future funding opportunities for this vital regional project that will benefit both Contra Costa and Alameda counties.

A handwritten signature in blue ink, appearing to read "Candace Andersen".

Supervisor Candace Andersen
Chair
Contra Costa County Board of Supervisors