



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

October 9, 2017

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

Agenda Items:

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 August 14, 2017, 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. **RECEIVE Update and DIRECT staff as appropriate regarding Complete Streets/"Vision Zero" Implementation.** (Jamar Stamps, Department of Conservation and Development)
6. **RECOMMEND to the Board of Supervisors that the submittal of the grant application for a short-line railroad feasibility study goes to the Economic Development Administration.**(Robert Sarmiento, Department of Conservation and Development)
7. **RECEIVE update on the proposed Marsh Creek Corridor Multi-Use Trail Study.** (Robert Sarmiento, Department of Conservation and Development)
8. **RECEIVE status report on the Lower Walnut Creek Restoration Project.** (Paul R. Detjens, Contra Costa County Flood Control and Water Conservation District)

9. **RECOMMEND the Board of Supervisors approve and authorize the Director of Conservation and Development, or designee, to participate with the Contra Costa Transportation Authority in applying for a grant under the 2017-18 Sustainable Transportation Planning Grant Program to Caltrans for the "Accessible Transportation Strategic Plan".**(John Cunningham, Department of Conservation and Development)
10. **DISCUSS, REVISE and RECOMMEND that the Board of Supervisors approve TWIC revisions to the County's Federal and State Legislative Platform in preparation for the 2018 Legislative Session.** (John Cunningham, Department of Conservation and Development)
11. **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.** (John Cunningham, Department of Conservation and Development)
12. **COMMUNICATION/News Clippings.** (John Cunningham, Department of Conservation and Development)
13. The next meeting is currently scheduled for Monday, November 13, 2017.
14. 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
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: 10/09/2017

Subject: Administrative Items, if applicable.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

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

Recommendation(s)/Next Step(s):

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: 10/09/2017

Subject: REVIEW record of meeting for August 14, 2017, Transportation, Water and Infrastructure Meeting.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

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

Referral Update:

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

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the August 14, 2017, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

08-14-17 TWIC Sign-In Sheet

08-14-17 TWIC Mtg Minutes

08-14-17 TWIC Handout - SB1

08-14-17 TWIC Handout - Accessible Transit DRAFT

08-14-17 TWIC Handout - Innovate680Project

SIGN-IN SHEET

[illegible]

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

August 14, 2017

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

Agenda Items:

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

Present: Diane Burgis, Chair
Karen Mitchoff, Vice Chair

Attendees: Michelle Cordis, Dept. of Public Works
Steve Kowalewski, Dept. of Public Works
Jerry Fahy, Dept. of Public Works
Debbie Toth, Choice in Aging
John Cunningham, Dept. of Conservation & Development
Anne O, BOS District IV
Mark Watts, Consultant

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 July 10, 2017, Committee Meeting with any necessary revisions.

The Committee unanimously APPROVED the meeting record.

5. CONSIDER recommending the Board of Supervisors AUTHORIZE a letter to the Assembly Appropriations Committee and the County's delegation communicating concerns and proposed amendments relative to Senate Bill 595 (Beall): Metropolitan Transportation Commission: Bridge Tolls

The Committee unanimously APPROVED the staff recommendation directing staff to bring the comment letter on Senate Bill 595 to the Board of Supervisors as a short discussion item.

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

The Committee received the report and unanimously approved the staff recommendation to bring the Accessible Transit report to the Board of Supervisors on consent.

Public Comment: Debbie Toth (Choice in Aging) provided comments including 1) observing there has been a lack of progress on this topic since 2004, 2) the untenable public transit/paratransit on-board times for her adult daycare clients compelled her to develop her own transportation program, 3) observing that the Board of Supervisors modified their legislative platform for 2017 to include language to make Contra Costa County and "aging friendly" community, and 4) thanked the Committee and the Board of Supervisors for their continued engagement on, and support for, this issue.

7. REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA) (Senate Bill 1) funded road projects, RECEIVE public comment and DIRECT staff to perform any changes or revisions to the recommended project list. RECOMMEND the Board of Supervisors receive public comment, revise as appropriate, approve project list, approve a budget amendment for the new funding, and direct staff to proceed with submitting the Fiscal Year 2017/18 RMRA list of projects to the California Transportation Commission (Commission) prior to the October 16, 2017 submittal deadline for approval.

The Committee unanimously approved the staff recommendation and directed staff to bring the RMRA project list to the full Board of Supervisors on consent and further directed staff to bring back individual projects as informational items as implementation occurs.

8. RECEIVE communication, news clippings, etc and DIRECT staff as appropriate.
9. The next meeting is currently scheduled for Monday, September 11, 2017.
10. Adjourn

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John Cunningham, Committee Staff

SB 1 Guidelines – Overview Summary

<p>CTC - Active Transportation Program Augmentation (\$100M per year)</p> <p>The Commission will make this funding available to already programmed projects that can be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding.</p> <ul style="list-style-type: none"> • June 9, 2017 – Done: Workshop to develop guidelines • June 28, 2017 – Done: Adoption of guidelines • August 1, 2017 – Done: Applications due • October 18-19, 2017 – Adopt statewide & small urban and rural components • December 6-7, 2017 – Adopt MPO component 	<p>CTC - Local Partnership Program (\$200M per year)</p> <p>CTC staff recommended implementing the Local Partnership Program as a 50% competitive program, 50% formulaic program. Due to the concerns raised by a number of regional transportation planning agencies regarding the implementation of the program as a mainly competitive program, the Commission directed staff to work with the Self-Help Counties Coalition to reach a compromise on the portion of the program to be competitive versus formulaic.</p> <ul style="list-style-type: none"> • June through September 2017 – Workshops to develop guidelines • August 16-17, 2017 – Presentation of draft guidelines • October 18-19, 2017 – Adoption of guidelines <ul style="list-style-type: none"> • March 2018 – Applications due • June 2018 – Program Adoption
<p>CTC - State Highway Operation and Protection Program (SHOPP) (Approximately \$1.9B per year for the SHOPP and Caltrans maintenance)</p> <p>SB 1 requires additional Commission oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The Commission is also responsible for monitoring Caltrans' performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the Commission.</p>	<p>CTC - State Transportation Improvement Program (STIP)</p> <p>SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding will be included in the 2018 STIP Fund Estimate and incorporated in the 2018 STIP.</p> <ul style="list-style-type: none"> • May 17, 2017 – Done: Approval of fund estimate assumptions • June 28, 2017 – Done: Presentation of draft guidelines and draft fund estimate • August 16-17, 2017 - Adoption of guidelines and fund estimate

SB 1 Guidelines – Overview Summary

<ul style="list-style-type: none"> • May 17, 2017 – Done: Presentation of draft interim guidelines • June 28-29, 2017 – Done: Adoption of interim SHOPP guidelines and Asset Management Plan Guidelines 	<ul style="list-style-type: none"> • October 15, 2017 - Submittal of draft Interregional Transportation Improvement Program • October 2017 - Interregional Transportation Improvement Program Hearings • December 15, 2017 - Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs • January-February 2018 - STIP Hearings • March 2018 - Program adoption
<p>CTC - Local Streets & Roads (Approximately \$1.5B per year)</p> <p>SB 1 creates new responsibilities for the Commission relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects.</p> <ul style="list-style-type: none"> • June and July 2017 – Done: Workshops to develop guidelines • August 16-17, 2017 – Adoption of guidelines • October 16, 2017 – Project lists due • December 6-7, 2017 – Adoption of list of eligible cities and counties 	<p>CTC - Solutions for Congested Corridors Program (\$250M per year)</p> <p>Key issues to be addressed in the guidelines include the definition of a corridor, the definition of a highly congested corridor, the key elements of a comprehensive corridor plan, and the scoring criteria weighting.</p> <ul style="list-style-type: none"> • June through October 2017 – Workshops to develop guidelines • October 18-19, 2017 – Presentation of draft guidelines • December 6-7, 2017 – Adoption of guidelines • February 2018 – Applications due • May 2018 – Program adoption
<p>CTC - Trade Corridor Enhancement Account (\$300M per year)</p> <p>SB 103, signed by the Governor on July 21, 2017, incorporates SB 1 freight funding and federal freight funding into a single program to fund infrastructure improvements in on federally designated Trade Corridors of National and Regional Significance, on the Primary</p>	<p>CTC - Traffic Congestion Relief Program (TCRP)</p> <p>SB 1 states “as of June 30, 2017, projects in... the Traffic Congestion Relief Program shall be deemed complete and final...” SB 1 directs the repayments due of all outstanding TCRP loans to other programs. Therefore, the only funding available to fund TCRP projects is approximately \$90 million of savings attributable to specific projects.</p>

SB 1 Guidelines – Overview Summary

<p>Freight Network, and along other corridors that have a high volume of freight movement.</p> <ul style="list-style-type: none"> • June through November - Workshops to develop guidelines • December 6-7, 2017 - Presentation of draft guidelines • January 2018 – Adoption of guidelines • March 2018 –Applications due • May 2018 – Program adoption 	<ul style="list-style-type: none"> • Only consider programming amendments and allocations prior to June 30, 2017. • The TCRP is essentially completed through these actions.
<p>CalSTA - Intercity and Commuter Rail Funding</p> <ul style="list-style-type: none"> • New source of funding of more than \$45 million annually • 50% of funding will go to agencies responsible for state-supported intercity rail services; 50% to commuter rail services. • Pursuant to Senate Bill 9 of 2015, the California State Transportation Agency (CalSTA) will adopt a multi- year program of projects covering 2018-19 through 2022-23. An estimate for the funding available for the Transit and Intercity Rail Capital Program will be available with the call for projects. • No later than July 1, 2018, CalSTA will approve an initial five-year program of projects with the first year being 2018–19, with additional five-year programs approved by April 1 of each even- numbered year thereafter. 	<p>CalSTA - Transit and Intercity Rail Capital Program</p> <ul style="list-style-type: none"> • Goal is to modernize transit systems, increase ridership, reduce greenhouse gas emissions and improve safety • This is an existing program but it will be able to expand with additional funding of \$250 million annually • The competitive program aims to improve the statewide transit network and reduce greenhouse gas emissions. • CalSTA is anticipating publishing final guidelines and making a call for projects in October 2017. • CalSTA plans to finalize guidelines in October 2017 for the funding period that covers 2017-18 through 2019-20. CalSTA reserves the right to reopen and revise these guidelines at any time, at its discretion. • CalSTA will issue a new set of guidelines prior to 2020-21 to cover funding in from that year and subsequent years.

DRAFT Accessible Transit in Contra Costa County DRAFT

This paper documents the lessons learned and archives the work of staff and the Board of Supervisors (BOS) on accessible transit issues during the 3-4 year CTP/TEP effort. In addition, this paper can be used as a summary of the state of accessible transit service in Contra Costa County. “Accessible transit” is not a formal or recognized term. The term is used here as a simple way to refer to a broad range of transportation related services typically provided to persons with disabilities and elderly individuals. Although services for these two populations can be separate, they are combined here for simplicity. For the purposes of this paper, accessible transit is defined as a range of transportation/transit and supportive services such as: Americans with Disabilities Act (ADA) mandated public paratransit service¹, transportation provided by private non-profits, mobility management programs, volunteer based transportation programs, city/community programs, etc.

This paper is broken in to three sections: **1) Current Accessible Transit Structure in Contra Costa County, 2) History of Efforts to Improve Accessible Transit in Contra Costa County, 3) Barriers to Progress, and 4) Next Steps.**

Accessible transit can be a complex topic due to the intersection of various aspects of public transit, civil rights, public health, social service, etc., involved in providing the service. This paper only provides a brief summary.

1) Current Accessible Transit Services in Contra Costa County

Service Providers: A number of different providers operate accessible transit in Contra Costa County in a decentralized arrangement. Each provider operates relatively independently with some limited coordination. Providers include (some definitions/organizations overlap):

- **Cities:** Antioch (Senior Bus Program), Concord (Monument Corridor Shuttle), San Pablo (Door-to-Door Shuttle), & others.
- **Non-profit organizations:** Contra Costa ARC (Advocacy, Respect, Commitment), Golden Rain Foundation (Rossmoor bus), & others
- **Volunteer Driver Programs:** Mobility Matters, Caring Hands (John Muir) & others
- **Service Specific Programs:** Contra Costa Health Plan, Choice in Aging (Senior Day Care) & others
- **Public Transit Operators:** AC Transit, BART, County Connection, Tri Delta Transit, WestCAT

Service Types: Organizations and agencies provide various service types for different rider needs:

- **Public ADA Paratransit:** Public transit agencies (listed above) provide required ADA paratransit¹
- **Program Specific Service:** In order to ensure certain service (door-through-door, consistent/ direct origin to destination, specific driver skill set, etc.) some programs opt to provide their own transportation. Examples: Contra Costa ARC, Choice in Aging, & others.
- **Senior Transportation Programs:** These programs typically transport residents of a certain age or older and/or persons with disabilities (in contrast to ADA paratransit, there may not be disability eligibility requirements). Examples: City of San Pablo, City of Richmond, Concord & others.
- **Other Support Services (Mobility Management, Travel Training):** *Mobility management* is a strategic approach to transportation service coordination and customer service, directing passengers to the most appropriate and cost-effective transportation providers through a one-call, one-click portal. A well-managed service area provides a full range of well-synchronized mobility services in a convenient, cost effective manner. Example: Mobility Matters provides some mobility management functions.

Travel training teaches individuals with disabilities, elderly persons, and others how to use public transportation independently to fulfill their travel needs. Travel training is also a strategy to reduce demand on more expensive demand response service (by shifting trips to conventional, less expensive fixed route service). Examples: Center for Independent Living, and WestCAT.

2) History of Efforts to Improve Accessible Transit in Contra Costa County

- **2004 CCTA Paratransit Improvement Study:** The goal of the study was to develop prioritized recommendations and an action plan to improve the efficiency and effectiveness of paratransit services in Contra Costa County. These recommendations include: *use of sedans and supplemental taxi services; standardized trip scheduling parameters; automated scheduling of inter-agency transfers (and the need for the preparation of a Technology Plan); lifeline services beyond ADA service area including the joint use of vehicles; demand management strategies; coordination of community-based agency transportation (mobility manager); and consumer and agency advisory input on accessible transportation.*

Outcome: The majority of the recommendations from the study remain unfulfilled.

- **2013 Contra Costa Mobility Management Plan (MMP):** With County Connection as the lead agency the goal of this countywide effort was to guide implementation of a broad array of services under a mobility management operation. The formation of an organization to take responsibility for these activities was also a recommendation of the plan. Some implementation steps were initiated in conjunction with the non-profit Mobility Matters.

Outcome: The intent was to have the Contra Costa Transportation Authority (CCTA) adopt the plan guide subsequent implementation. Adoption has not occurred and implementation has stalled.

- **2016 Measure X Transportation Expenditure Plan (TEP):** From 2013 - 2016, CCTA led the effort to develop a new half-cent transportation sales tax for Contra Costa, Measure X. Recognizing the need to “*ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency*”, conducting the *Accessible Transportation Service Strategic Plan*ⁱⁱ was a requirement if the Measure passed.

Outcome: Measure X did not pass and the proposed study is not moving ahead.

Related, during the Measure X TEP development the Expenditure Plan Advisory Committee indicated that “*Transportation For Seniors and People with Disabilities*” was a [high priority](#).

3) Barriers to Progress

The partially unfulfilled efforts listed above document an understanding that accessible transit needs to be improved (or at a minimum studied). This lack of progress is acknowledged in the 2013 MMP which refers to the “*...long-running dialog in the County...with little actual implementation occurring.*” Difficulty making progress on these issues is not unique to Contra Costa. One reportⁱⁱⁱ from Washington State, describes the problem, “*The expensive special needs transportation ‘hot potato’ gets tossed from one agency to another.*”

The points below describe possible barriers to progress in Contra Costa County:

Absence of a Forum for Leadership: The 2013 MMP referenced above noted the “*lack of a structural platform*” as a “*major impediment to action.*” Similarly, the September 2015 report on the TEP to the BOS described an obstacle to progress as, “*...accessible transit responsibilities are diffused throughout the county resulting in no single agency or organization falling naturally into a leadership role.*” These similar observations suggest that any future solutions should include the creation of a permanent forum or organization to address accessible transit issues on an ongoing basis.

As an example of a solution to the “leadership” issue, SANDAG (San Diego Association of Governments) designated a non-profit, FACT (Facilitating Access to Coordinated Transportation^{iv}) as responsible for coordinating public, nonprofit, private and other transportation services in San Diego County. There is close coordination between the two agencies, their Boards of Directors share numerous current and past members.

Possible Reluctance due to the Potential for Increased Demand For Service: One issue that may result in some hesitation to address accessible transit issues is the concern that if improvements are made, there will likely be an increase in demand for service. These concerns are probably well founded. Accessible transit is expensive to provide, even small increases in service could spike costs. The concerns with rising costs and managing demand are so substantial that the aforementioned Sound Transit report describes “*non-published practices*”^v to manage demand for service. The report observes that riders needing service can be “*...managed to the point they are not eligible for a trip...*” resulting in this population not receiving “*...transportation that meets their needs.*”

This approach to demand management is relatively unique in the transportation world. In planning for roadway expansion, efforts are made to proactively plan for and accommodate demand. In the case of conventional fixed-route transit service, extensive efforts are made to increase ridership, market to new riders, and use new service models to increase ridership. There is something of a nationwide boom in the construction of protected bicycle facilities due, in part, to the substantial increase in ridership that typically occurs after installation. There do not appear to be comparable efforts in the accessible transit field.

Over-Confidence in New Transportation Technologies: The upsurge in transportation network companies (Lyft, Uber, etc) and the rapid emergence of connected/autonomous vehicles may suggest some immediate relief from the need to improve accessible transit. These emerging technologies have great promise in the transportation field (including accessible transit) but [inflated expectations](#) relative to this type of service could delay more useful action. The transportation mode or vehicle itself is not necessarily the most critical bottleneck in improving accessible transit service or controlling costs. In addition, the elderly and disabled population cannot be expected to continually adapt to the ever-changing technology landscape. In order for this population to be able to take advantage of these new transportation technologies, some type of intermediary interface may be necessary.

Coordination: There is general agreement that a comprehensive study (as reflected in the proposed study in Measure X) would be beneficial. While increased use of technology and innovation are common outcomes from this type of study, increased coordination is often necessary for real progress. A well-coordinated system can be a foundation for the implementation of new, advanced technology solutions. This approach is reinforced by the SANDAG/FACT example provided above in addition to coordination being nearly universally acknowledged^{vi} to result in:

- Significant reductions in service costs^{vii}
- Greater amount of available transportation
- Higher quality service
- Access to increased funding
- Access to additional sources of funds
- More accessible (visible) transportation

Coordination in this field is a complex data management exercise. There are issues related to data privacy (medical, financial, etc.), a wide array of interacting passenger/vehicle/driver characteristics, restrictions relative to the co-mingling of passengers (and associated revenue streams), numerous accounting and auditing parameters related to constrained eligibility of a wide array of funding streams, etc. The federal Government Accountability Office has produced reports for *decades* documenting the difficulty with coordinating services and the corresponding costs to the taxpayer.

The section below reviews how the vehicle or transportation provider; be it Transportation Network Companies (TNCs: Lyft, Uber) or/via autonomous vehicles, is not necessarily a useful solution given the complex characteristics of accessible transit management and service provision.

Complexity: An example of how the characteristics listed above are handled operationally: a transit vehicle picks up an ambulatory regional center participant (who has specific eligible funding), the same vehicle then picks up a senior with dementia from x City (different funding eligibility, different driver skill set), another passenger is picked up in a large mobility device (different vehicle need, different routing requirements), and finally an ADA

paratransit client is picked up in y city, and so on. Because the trip is shared among passengers (shared trips are **critical** for cost savings), the trip costs and reimbursement that each passenger may be eligible for needs to be appropriately cost-allocated and documented. In addition, the trip and pick-ups/drop-offs needs to be routed so as to not violate ADA on-board times for the ADA passenger and ensure the mobility device & passenger are picked up last and dropped off first (some vehicles have this restriction).

When you have coordinated trip booking and dispatching along with large batch scheduling you can more effectively implement lowest cost travel options (ambulatory passengers on low cost sedans, etc), more effectively perform hot spot analysis to proactively manage expensive trips and trends, and substantially increase your shared trips (again, *critical* for cost savings). While there will be abundant opportunities to contract with **TNCs**, **they will not handle these necessary scheduling and accounting activities. Nor are TNCs likely to have the accessible fleet mix to serve the range of mobility limitations in the target population.**

The Contra Costa Health Plan (CCHP) has recent experience with these difficulties. In order for their clients to have adequate access to care CCHP has had to initiate their own transportation program through contractors and initiate coordination with transit districts. This coordination has been particularly challenging.

The technical aspects of coordinating this type of service **alone** are substantial. Magnifying this complexity is the sensitivity of the target population which consists of some of the most vulnerable individuals in our community.

4) Next Steps

At this point, next steps to make progress on this issue are not clear. The CTP/TEP development process was a logical mechanism to make progress. With these activities over, the path forward is unclear. The latest, well-supported proposal was the study included in the Measure Xⁱⁱ TEP. The proposal still has validity even in the absence of the new revenue that was to come from the new sales tax. Rather than determining how to expend the *new* revenue the study would focus on if *existing* revenues are being used in the most efficient manner possible. A study of this type is not without precedent, studies are regularly conducted to determine how to best to respond to specific transportation needs absent any new, assumed revenue. The countywide bike plan (on its 3rd revision), numerous high capacity transit studies in the I-680 and I-80 corridors, etc. are a few examples.

Links to prior reports and communication on accessible transit:

- [March 2016 Report to the BOS re: CTP/TEP](#)
- [Nov 2015 Letter: BOS to CCTA re: CTP/TEP](#)
- [Nov 2015 Report to the BOS to CCTA re: CTP/TEP](#)
- [October 2014 Letter: BOS to CCTA re: CTP](#)

ENDNOTES

ⁱ **ADA Paratransit:** The ADA requires public transit agencies to provide “complementary” (as in parallel or similar) paratransit service to people with disabilities who are unable to use the fixed-route bus or rail service because of their disability. The ADA defined the minimum service characteristics to be considered equivalent to the fixed-route service it is intended to complement. This type of service typically has associated eligibility requirements with an application process.

ⁱⁱ **From the Measure X TEP:** *To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency, an Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. An overarching component in the development and delivery of the ATS Strategic Plan is using mobility management to ensure coordination and efficiencies in accessible service delivery. The plan will address both Americans with Disabilities Act (ADA) and non-ADA services. The plan will evaluate the appropriate model for our local structure including how accessible services are delivered by all agencies and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan would also determine the investments and oversight of the program funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.*

ⁱⁱⁱ 2005 FLT Consulting, Sound Transit: *Embracing Paratransit Transportation: A Coordinated, Community Approach*
<http://www.bettertransport.info/cascadia/Trimble-EmbracingParatransit.pdf>

^{iv} FACT is a “Coordinated Transportation Services Agency” which is a designation established under AB 120 (1979 – Social Services Transportation Improvement Act). The designation is intended to improve the quality of transportation to low mobility groups while achieving cost savings, lowered insurance premiums and more efficient use of vehicles and funding resources. ([CalACT CTSA E-Book](#))

^v *“...to reduce the eligible population – either by applying stricter eligibility standards, such as conditional eligibility or reducing the service area. Keeping public awareness about ADA paratransit services at a minimum is yet another unspoken but real strategy to keep demand down. If people don’t know about the service, or if the service is too difficult to figure out, demand manages itself.”*

^{vi} FTA, *Accessible Transit Services For All*, Dec. 2014 | Transit Cooperative Research Program Report 91, *Economic Benefits of Coordinating Human Service Transportation and Transit Services* | TCRP Report 101, *Toolkit for Community Coordinated Transportation Services*

^{vii} 2004 - 2013 the Santa Clara County coordinated system showed a 19% decrease in cost per trip relative to a 60% increase in CC County.

John Cunningham, Principal Planner | Contra Costa County | Dept. of Conservation and Development | john.cunningham@dcd.cccounty.us

DRAFT

innovate



Collaborative Partnerships to Improve Interstate 680



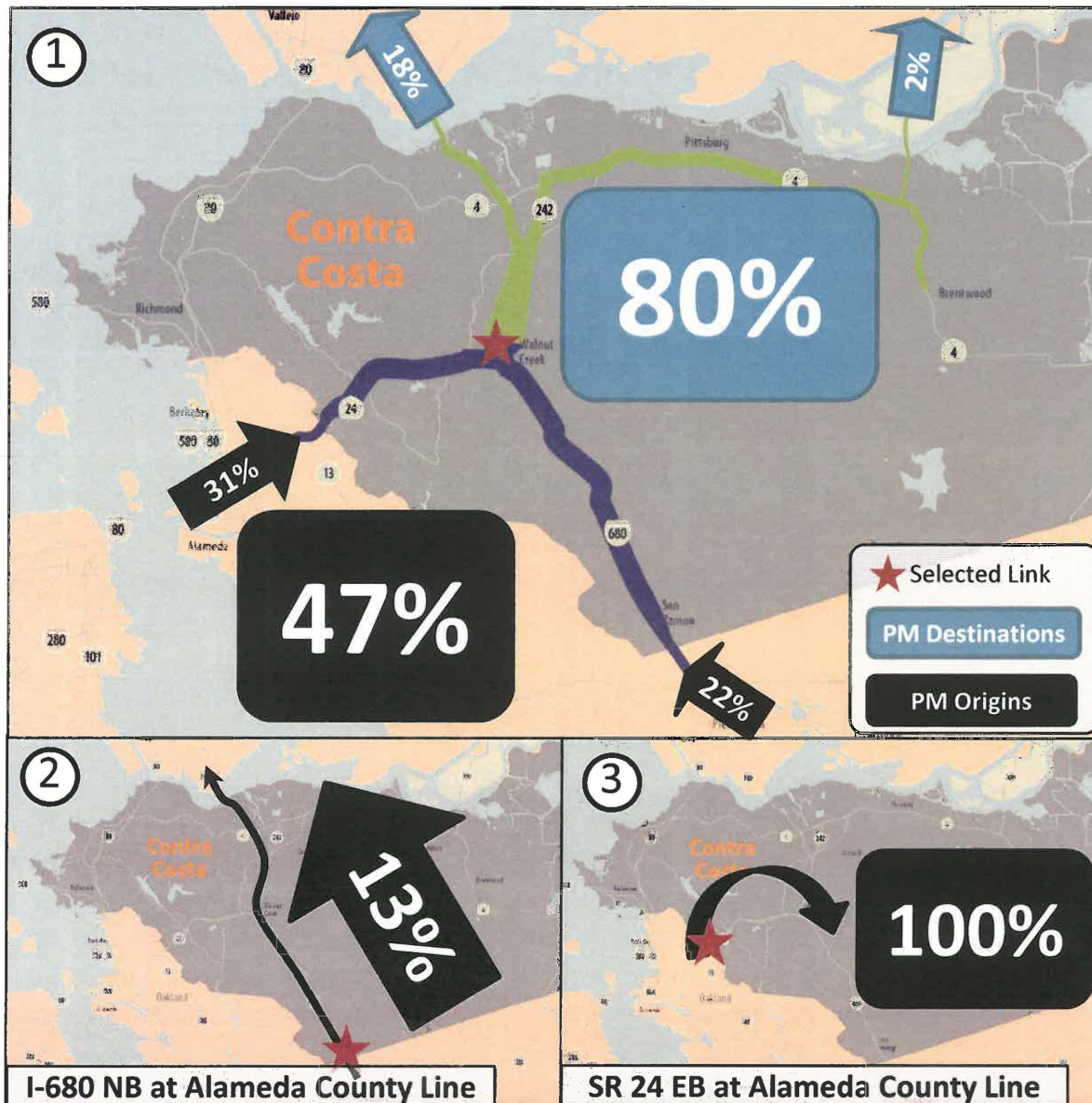
CONTRA COSTA
transportation
authority



METROPOLITAN
TRANSPORTATION
COMMISSION

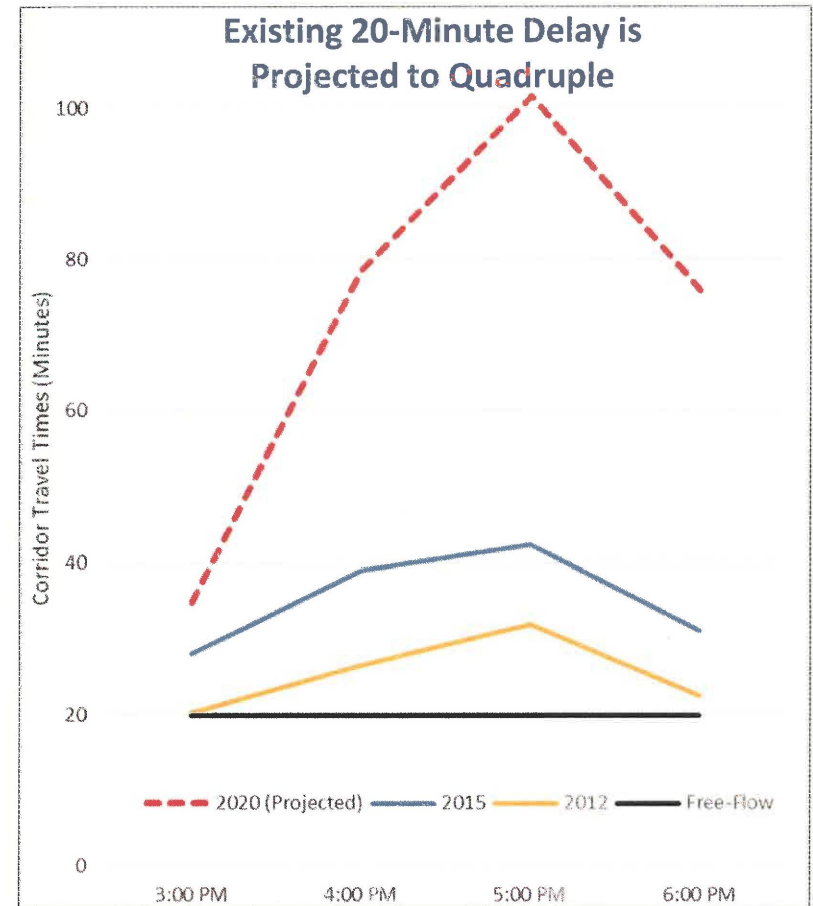


I-680 Serves Primarily Contra Costa Residents and Employment Centers



The Problem

- I-680 is the **5th** worst commute in the Bay Area
- Corridor is **transit poor** / local and express buses are **stuck in congestion**
- **Poor access** to employment centers and Walnut Creek and Dublin BART stations
- **Limited ITS** deployments to proactively manage system
- Lack of **physical space** and **funding** for mega capacity-increasing infrastructure improvements



High-impact, low-cost solutions must be implemented today to ease congestion and smooth traffic flows on I-680

Delivery of Key I-680 Capital Improvements Are a Good Start, but Don't Fully Meet Future Mobility Needs



Auxiliary Lanes completed through Danville and San Ramon (2007, 2015)



Express Lanes between Walnut Creek and San Ramon (Opening 2017)

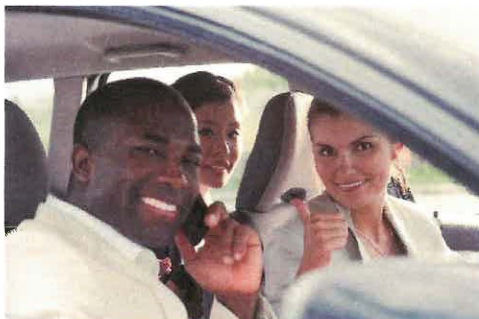
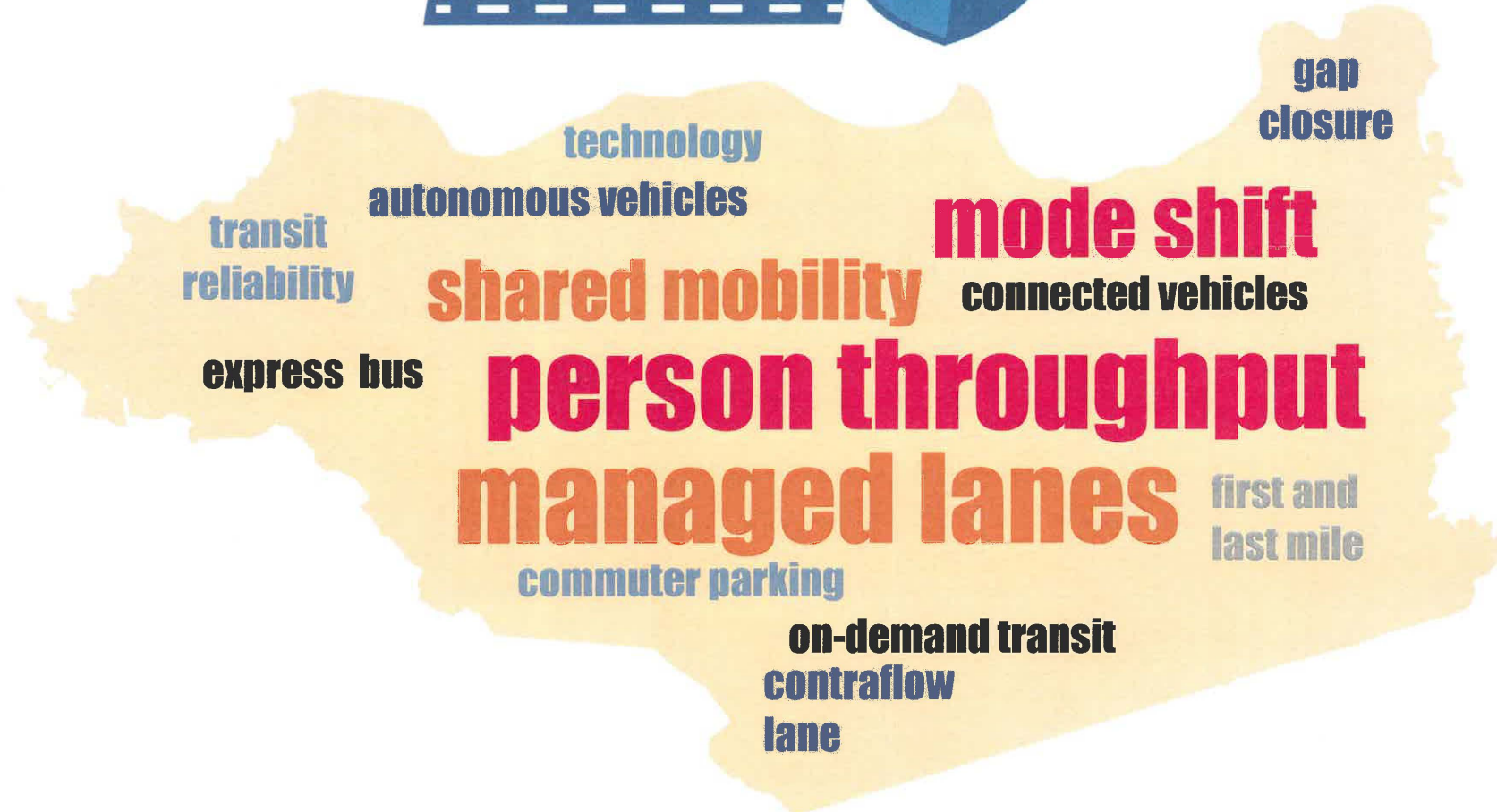


Southbound Express Lanes between Benicia Bridge and Walnut Creek (Opening 2020)

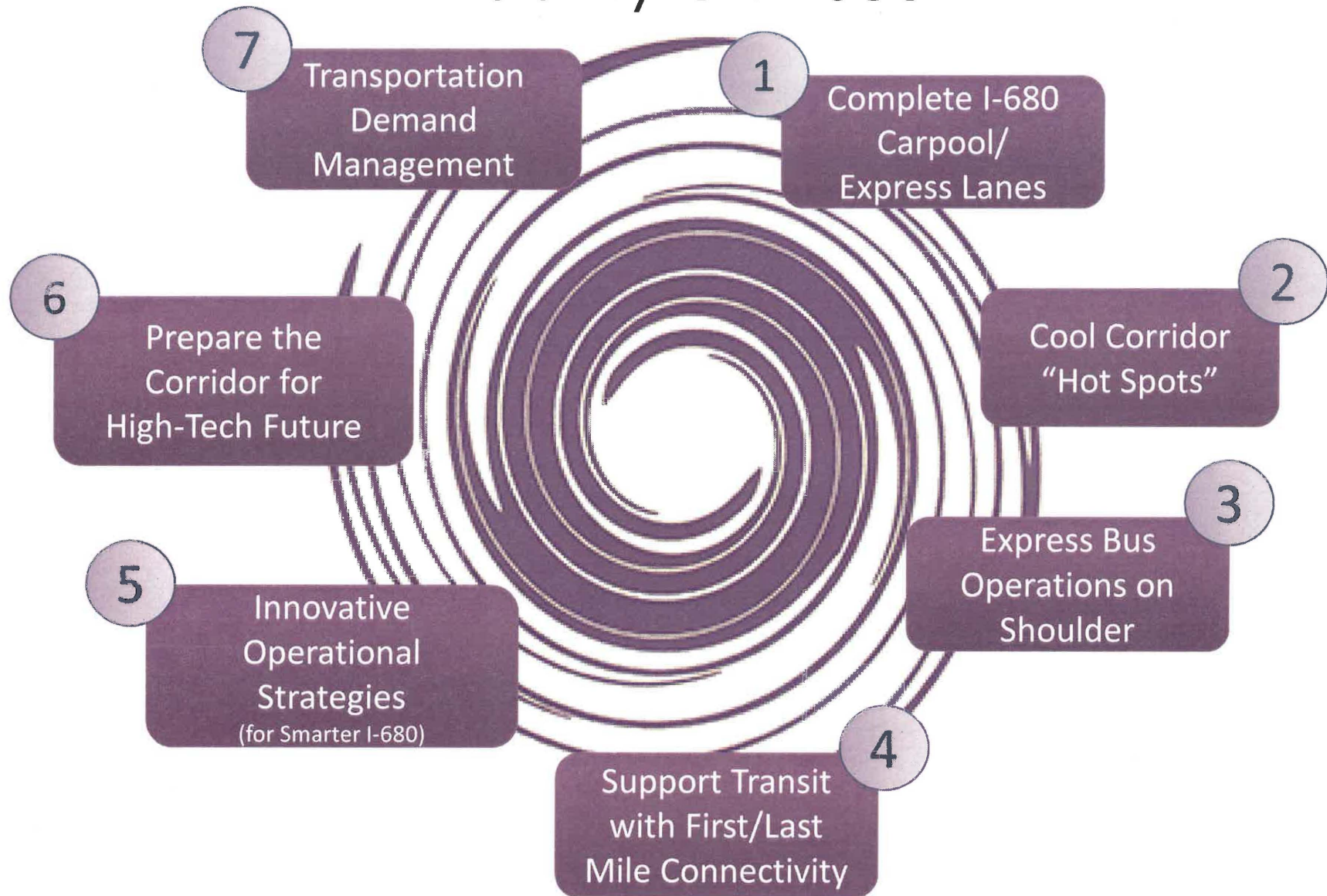


An *Integrated* Approach to Improving *Mobility* on I-680





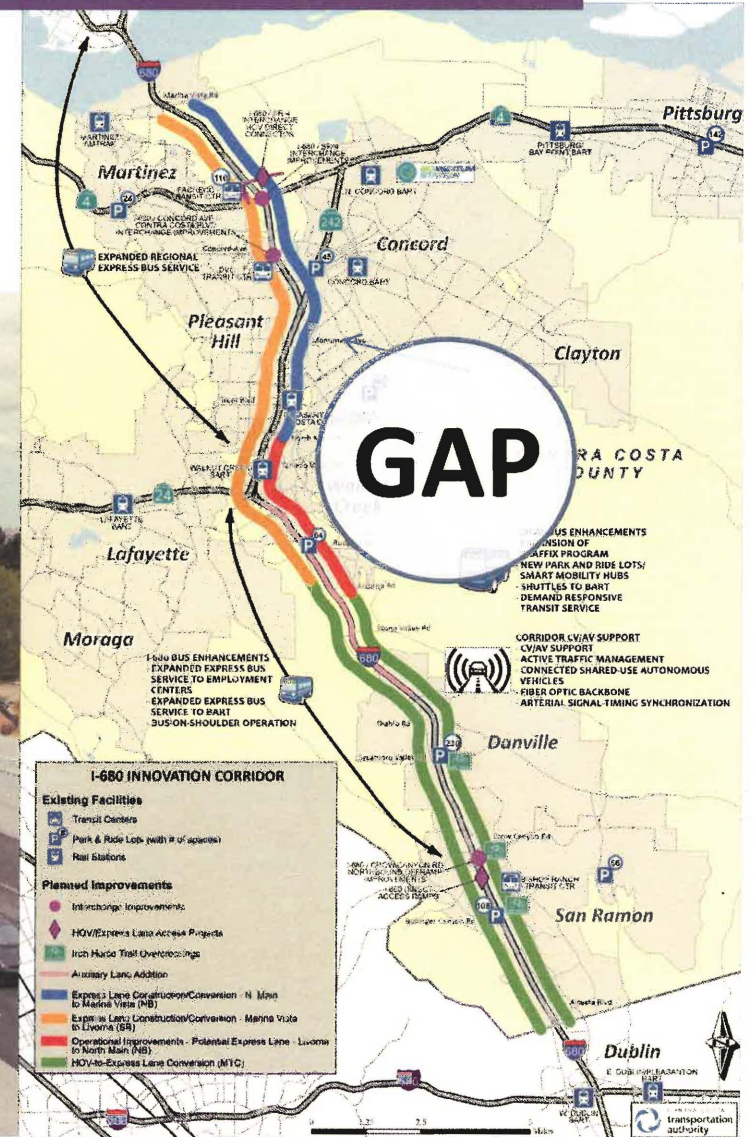
An Integrated Approach to Improving Mobility on I-680



1

Complete HOV/Express Lanes

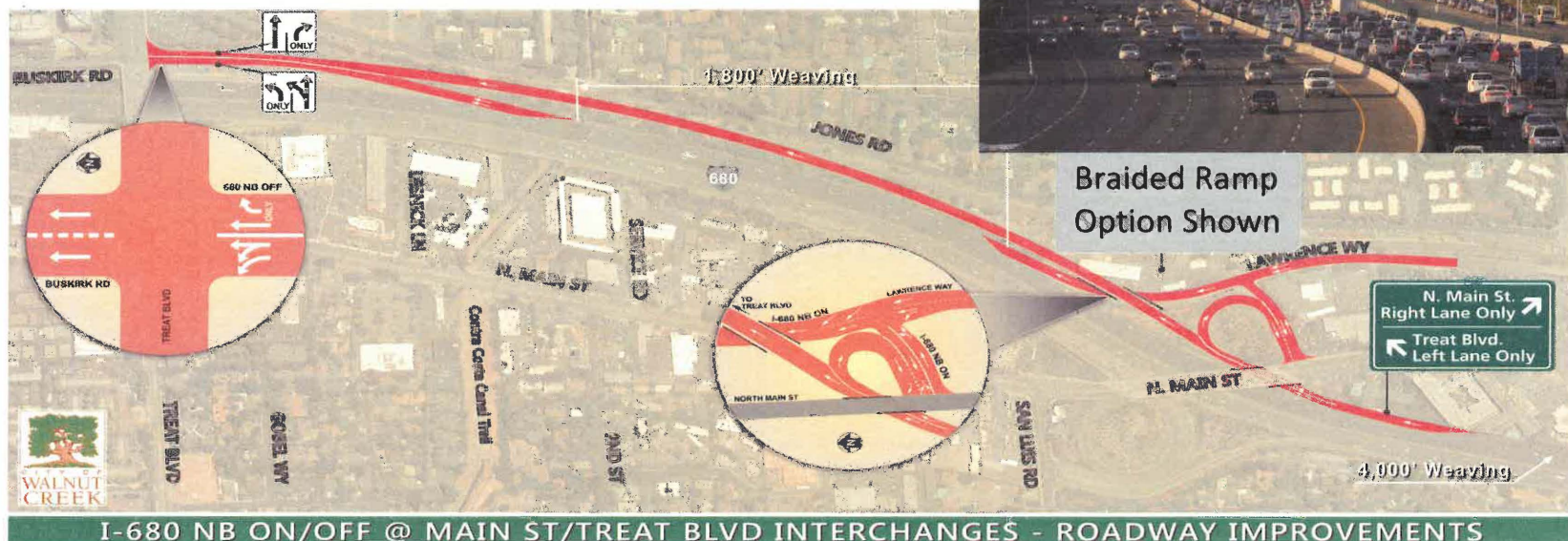
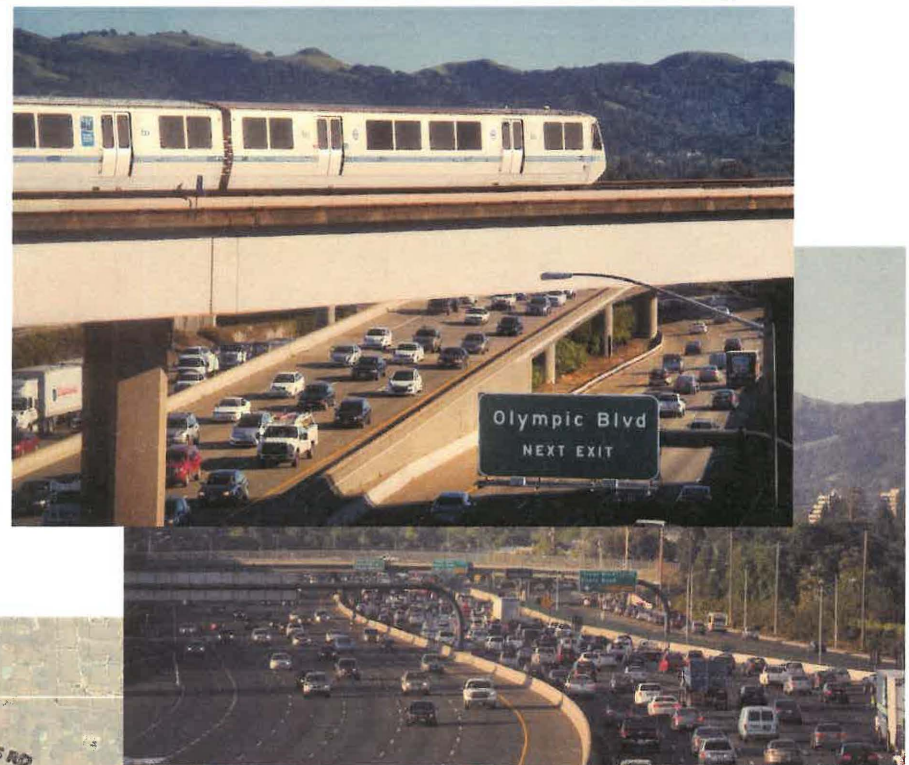
Complete Southbound Express Lane
and reduce the existing 7 Mile
Northbound Gap



2

Cool Corridor “Hot Spots”

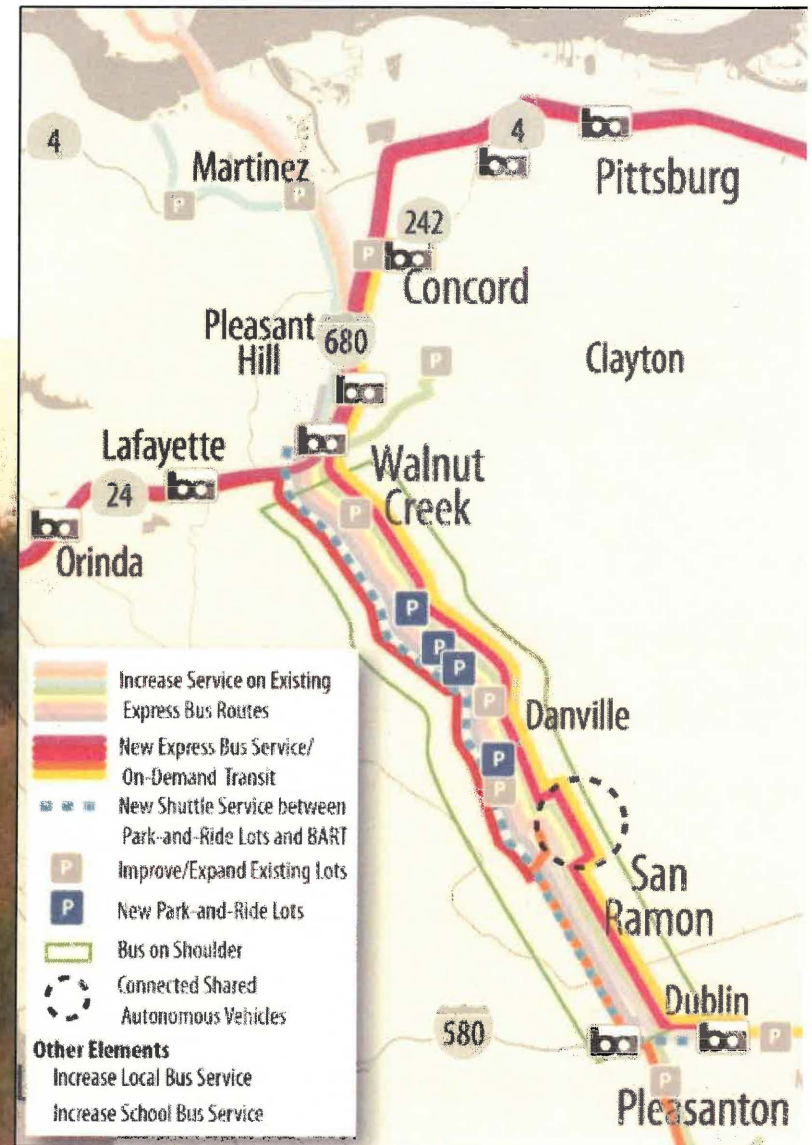
- Add Auxiliary lanes south of Walnut Creek
- Construct Collector-Distributor Road (North Main St/Treat Blvd)



3

Increase Efficiency of Bus Services

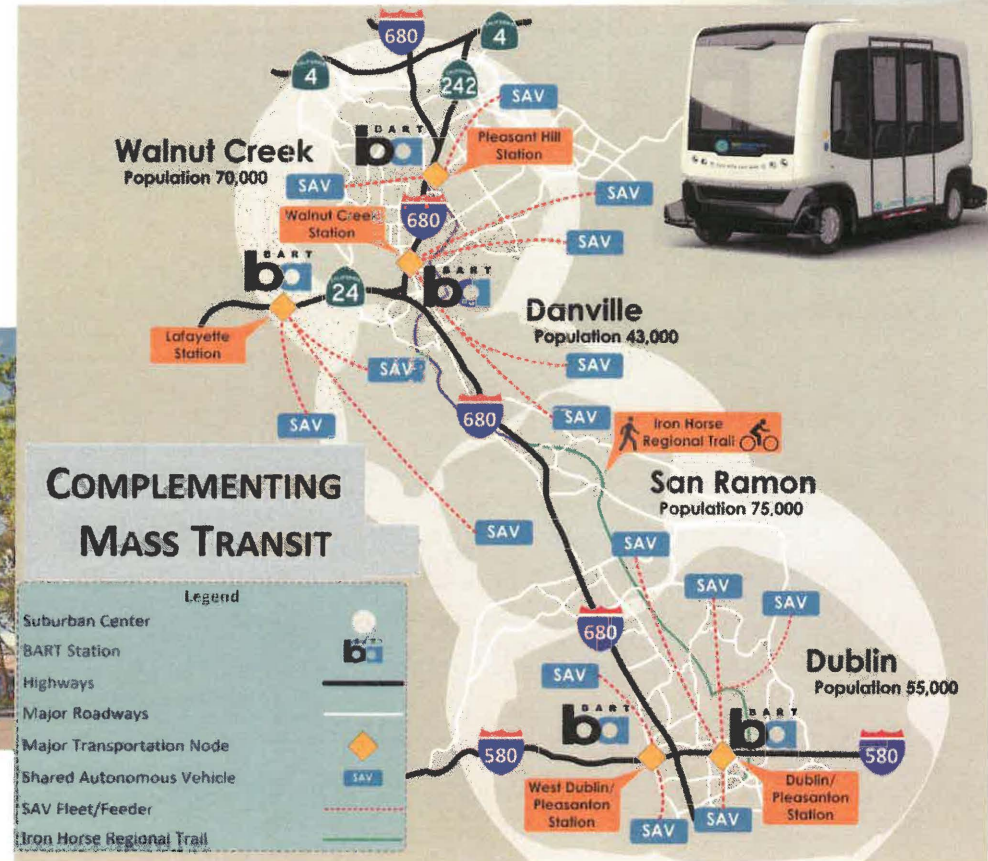
- Increase Express Bus Service
- ✓ Implement Bus on Shoulder
- Develop new Park & Ride Lots



4

Provide FM/LM Connections

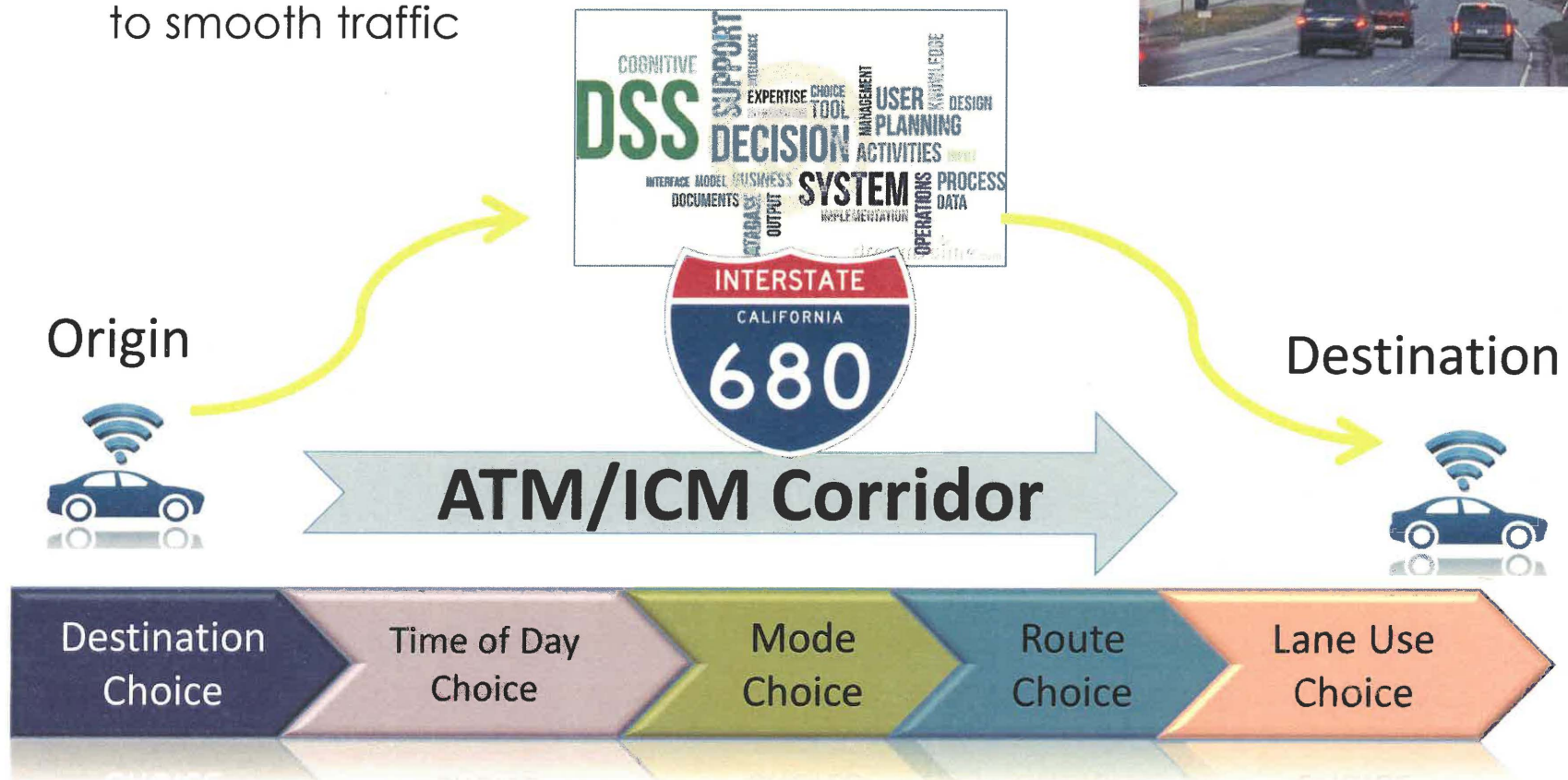
- Mobility-on-Demand including technology-enabled ridesharing/carpooling
- Flexible On-Demand Transit
- Implement Shared Autonomous Vehicles (SAV)
- Improvements to the Iron Horse Trail to support biking/walking



5

Innovative Operational Strategies

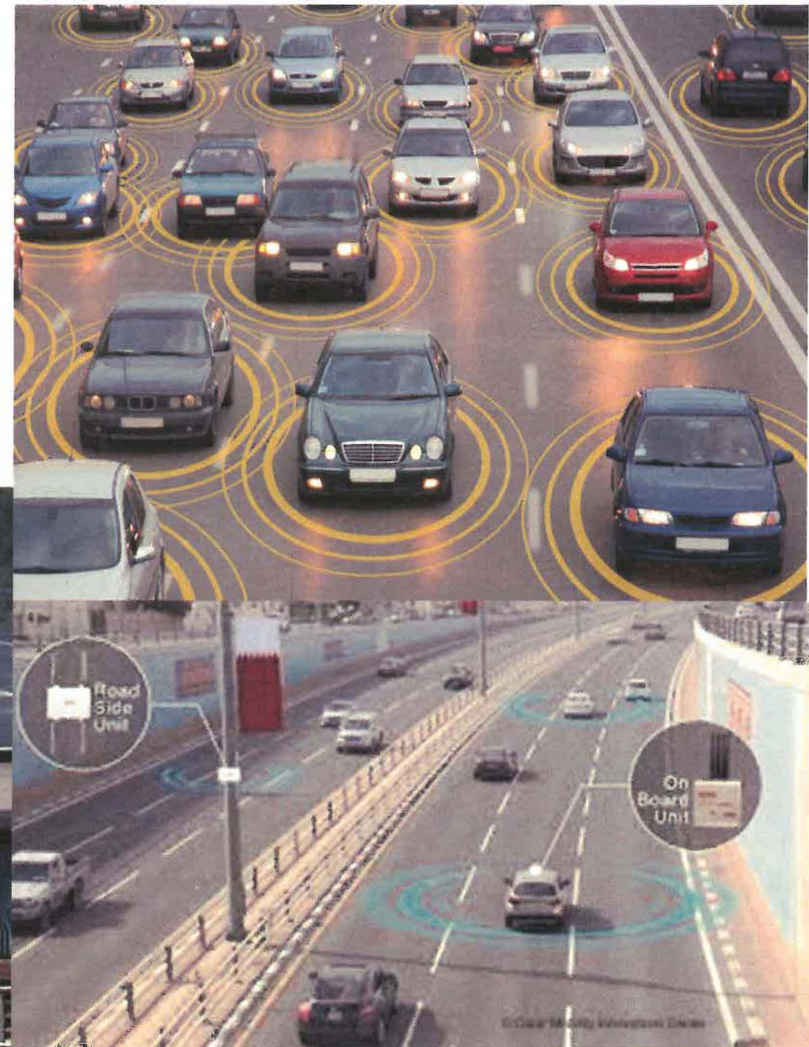
- Intelligent Transportation Systems to manage traffic
 - Adaptive Ramp Metering
 - Integrated Corridor Mobility (ICM) & Active Traffic Management (ATDM)
 - Dynamic Lane Use, and Speed harmonization to smooth traffic



6

Prepare the Corridor for the Future

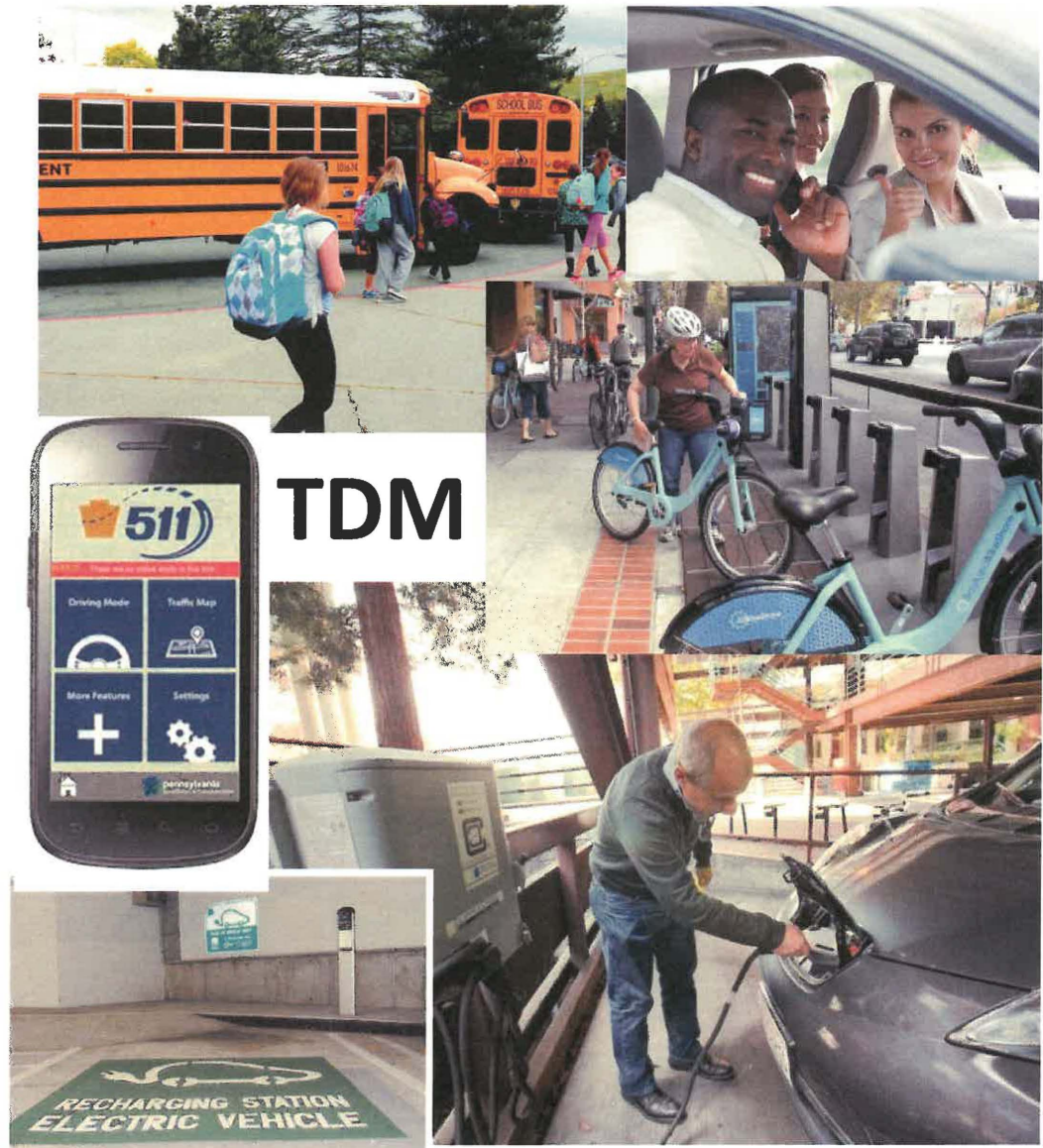
- Install Infrastructure for Connected and Autonomous Vehicles
 - Sensors
 - Dedicated Short Range Communication (DSRC)
 - Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure (V2I) communications



7

Enhance TDM Strategies

- Regional commuter incentive promotion to encourage carpooling & off-peak travel
 - TRAFFIX and Student transit ticket program
 - Bicycle parking and sharing infrastructure
 - Electric vehicle charging infrastructure and stations
-
- ✓ New Transportation App
 - ✓ Shared Mobility Program
 - ✓ Partnerships with Private Sector



Timeline for Project Delivery

Near Term

(Next 3 years)

- Expand the Express Lane Network
- Enhance TDM strategies
- Implement initial IOS strategies / adaptive ramp metering
- Prototype testing of SAV FM/LM Concept

Short Term

(Next 3-5 years)

- Complete the Planned Express Lane Network
- Express Bus on Shoulders
- SAV for FM/LM connections
- Complete and Implement IOS features

Long Term

(Next 5-8 years)

- Address Traffic Bottlenecks & Cool Traffic Hotspots

Prepare the Corridor for future CV/AV



Advanced Technologies

- Enhance TDM Strategies
- SAV First Mile/Last Mile
- Adaptive Ramp Metering
- ICM/ATDM with DSS
- Incident Management
- Corridor of the Future

Bus-on-Shoulder

- NB between Bollinger Canyon and Ygnacio Valley Blvd
- SB between Livorna and Alcosta

HOV/Express Lane Gap Closure

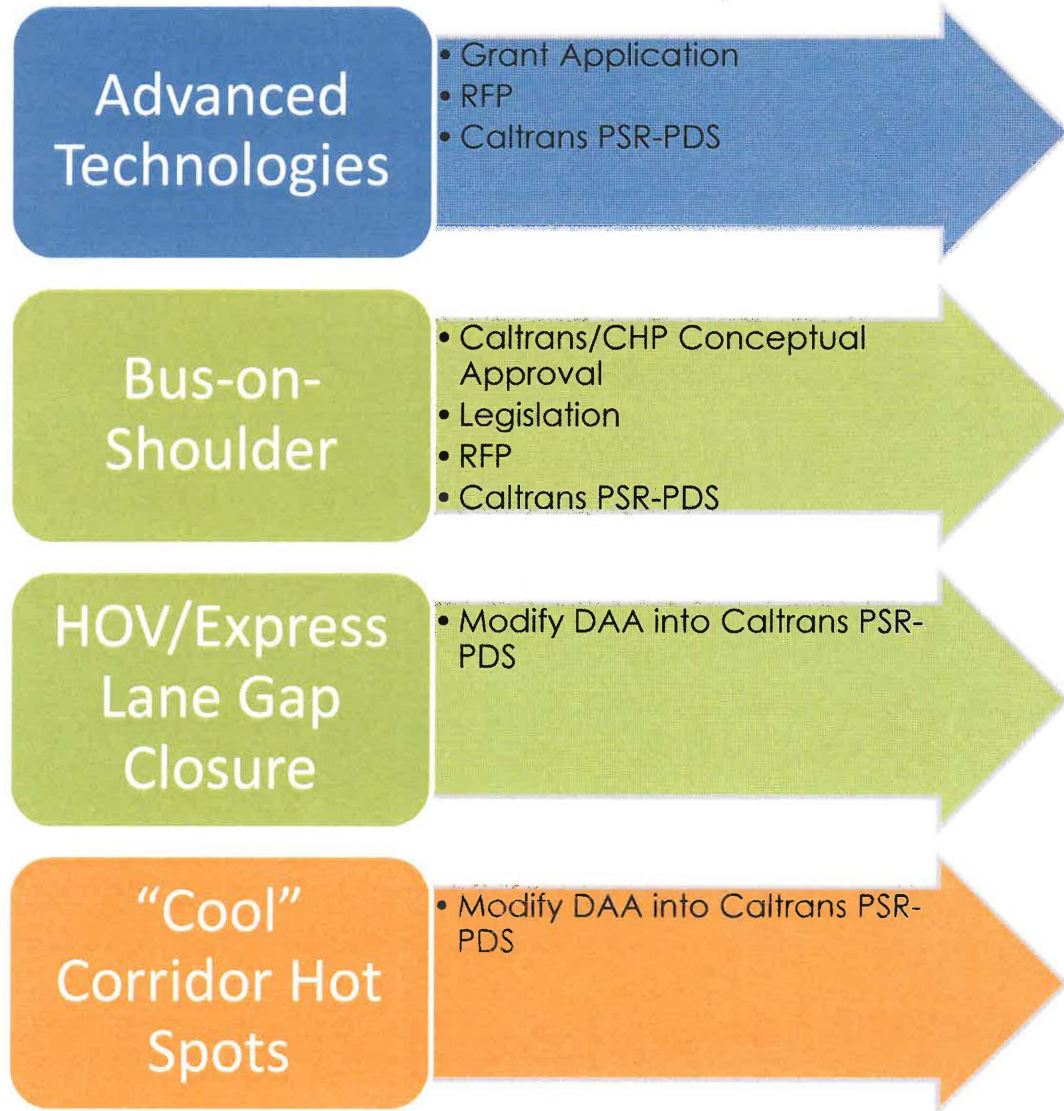
- Extend NB Express Lanes to Benicia Bridge
- Evaluate HOV/HOT gap at 680/24 interchange
- Potential Contraflow HOT Lane

"Cool" Corridor Hot Spots

- Livorna bottleneck (Auxiliary Lanes)
- North Main Street bottleneck (C-D Road)

Conceptual Path Forward for *Innovate 680*

- Presentations to Cities and RTPC
- Strategic Plan Amendment
- Caltrans Cooperative Agreements



Conceptual Path Forward for *Innovate 680*

9632	I-680 Carpool Lane Gap Closure/Transit Corridor Improvements	Strategic Plan (\$1000s)	Proposed Amendment (\$1000s)
8006	I-680 Corridor Reserve (Central County)	23,045	(23,045)
8007	I-680 Corridor Reserve (Southwest County)	16,706	(16,706)
8008	I-680/Bollinger Canyon Road Operational Analysis	300	(300)
	Innovate 680		40,051

- Discuss with TRANSPAC and SWAT
- Intraregional Benefits
- Interregional Benefits
- Regional Study with Local Focus
- Improving connectivity to employment centers
- Project readiness for additional funding
- Leverage/match State and Federal funding
- The First Connected Corridor in the Bay Area

Thank you





Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 10/09/2017
Subject: RECEIVE Update and DIRECT staff as appropriate regarding Complete Streets/"Vision Zero" Implementation
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: 1
Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.
Presenter: Jamar Stamps, DCD
Contact: Jamar Stamps
(925)674-7832

Referral History:

In July 2016, the Board of Supervisors adopted Resolution No. 2016/374 supporting the adoption of "Complete Streets" in Contra Costa County and approving the County's Complete Streets Policy. In addition, the Board directed staff to include "Vision Zero" concepts and Automated Speed Enforcement ("ASE") in implementation. Staff from the Department of Conservation and Development ("DCD") and the Public Works Department ("PWD") have been closely collaborating on the development and implementation of the aforementioned initiatives.

Referral Update:

Complete Streets

Complete Streets policies and concepts have been part of the County's project development process even prior to the adoption of Resolution No. 2016/374. Resolution No. 2016/374 formalized the County's commitment to Complete Streets and set the County's eligibility for OneBayArea Grant funds.

The County's Complete Streets Implementation Policies are meant to:

1. Ensure new transportation projects consistently fulfill General Plan policies,
2. Existing projects incorporate Complete Streets infrastructure where needed and when feasible, and
3. Formalize consultation between County staff and the Countywide Bicycle Advisory Committee occurs to ensure best practices and design principles are used.

The County's Complete Streets Policy also directs County staff to establish a method of

evaluation for tracking progress with Complete Streets implementation (e.g. tracking the number of miles of paths, bike lanes and sidewalks, numbers of street crossings, signage etc.). County staff has enlisted Fehr & Peers for technical assistance in establishing evaluation criteria. Given the fact that funds for transportation projects are often limited, these evaluation criteria would assist in prioritizing bicycle and pedestrian improvement projects and result in more methodical and understandable decision making.

This effort unifies the complete streets and key performance indicator policies used by DCD and PWD in project development and helps to ensure the two Departments have consistent and well-communicated priorities and processes.

Fehr & Peers is in the process of developing a menu of proposed options. County staff will review the proposal and from there refine a recommended approach that would be presented to the TWIC at a future meeting.

Vision Zero

Fehr & Peers is also assisting County staff with developing a Vision Zero-type strategy. The branding of the program has not been determined and could eventually have a different title. Nevertheless, the basic tenets of the program (recognition that traffic fatalities are preventable and should not be an acceptable trade-off for automotive throughput) will be consistent with other Vision Zero programs.

Fehr & Peers is developing a proposed approach for County staff to consider. This effort will be data intensive, collaborative among various agencies (DCD, PWD, Health Services, and Highway Patrol) and key community stakeholders. Once the program framework is drafted County staff will recommend the Board adopt a resolution establishing the County's commitment to the program. Following that, County staff will begin to develop and refine the program through collaboration with the aforementioned agencies and the public.

Automated Speed Enforcement (ASE) Cameras

A summary of the status ASE activities, also known as speed cameras, is in the October 2016 TWIC report . TWIC directed staff to include ASE activities with the Complete Streets implementation. (This direction is memorialized in the draft 2018 State Legislative Platform being discussed at the October 2017 TWIC meeting) Enforcement of speed laws is a critical tool in the vision zero toolbox. While projects designed with complete streets and safety in mind are critical, it is unreasonable to expect that we are going to redesign and reconstruct our entire transportation infrastructure in attempt to ensure speed laws are followed. ASE also respects the fact that traffic control may not be the best use of critical law enforcement personnel and budgets.

The ASE component of the subject effort currently consists of legislative advocacy. Authorization to use cameras is ambiguous in applicable state statutes. AB 342 (Ting), introduced in 2017, would have removed this ambiguity and authorized a pilot project in the cities of San Jose and San Francisco. Consistent with direction from the Board of Supervisors, County staff will continue to find opportunities to advocate for ASE, and propose a pilot project when and where appropriate.

Recommendation(s)/Next Step(s):

RECEIVE Update and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Attachments

ATT 1,10-13-16 TWIC Excerpt

Legislative Report: The legislative report from the County's legislative advocate, Mark Watts, is attached (*October TWIC Report*).

Mr. Watts will be present at the October meeting to discuss state legislation, the status of the state budget/transportation revenues, Iron Horse corridor status and other items of interest to the Committee.

School Safety & Siting

School Siting: The California Department of Education (CDE) has recently initiated an effort to revise Title 5 (see attachment: CDE Title 5 Announcement). Title 5 contains the language that addresses school site selection and design. The launch of the effort was on October 4th with a conference call hosted by CDE.

We are seeking advice from the Committee on how to better address this longstanding issue. In the interest of crafting a more effective strategy, a list of barriers to progress on this issue is provided:

- **Authority:** CDE staff may not have statutory authority to impose requirements on local school districts. That said, time spent on outreach to our legislative delegation may be required in addition to working with CDE directly. Companion legislation may be necessary to achieve the desired impact of new Title 5 regulations. In the recent Title 5 Revision conference call, reference was also made to the State Board of Education as being a controlling factor in any changes to the regulations as well. Outreach to the State Board may be advisable.

- **Denial of the problem:** Despite the problem being acknowledged by numerous agencies in various documents (1), when pressed on the issue decision makers often state that there is no problem with the school siting program.

- **Diminishment of the problem:** In meeting with advocates, decision makers, and state staff there is often the response that problems with school siting are only seen in limited areas so that, *on average*, there isn't really a problem with the program. By "averaging" the issue, the gravely acute safety and land use problems with those certain school sites are ignored.

- **Building Industry:** As we have discussed in the past, the building industry has expressed concerns about placing additional requirements on school site development.

(1) • The Superintendent of Public Instruction has acknowledged the issue in two published studies, • The original AB32 scoping plan in 2008 included school siting requirements in the draft plan. Those requirements were removed in the final draft. • Early implementation of the Health in All Policies initiative included school siting as an issue; that issue was removed in later planning documents. • CDE and the Office of Policy and Research acknowledged that school siting needs to be addressed at a Policy Symposium in 2012. Specifically, these agencies stated that school siting needs to be brought under the fold of the new land use planning paradigm initiated by AB32, SB375, etc. There has been no progress on this issue to date.

Speed Camera/Automated Speed Enforcement (ASE): The two largest barriers to increasing both safety and walk/bike rates for students during the home/school/home trip are **1)** school siting and land development patterns, and **2)** speeding vehicles. School siting is being addressed as described in the section above and land development patterns are currently the focus of numerous state, regional, and local efforts focused on climate change and growth management related efforts.

The remaining issue, speeding vehicles, remains to be addressed in a systematic and effective manner. ASE has been proposed as a solution and has been discussed by TWIC in the past. Staff believes that ASE is likely to be the best strategy to control speeds in appropriate areas. However, state authorization is needed prior to implementation. Information on Automated Speed Enforcement is attached: ASE Information.pdf.

TWIC is reviewing the state legislative platform later in the agenda, the Committee should consider adding support for ASE. At the time the County moved ahead with the school zone reform bill (SB 632) in 2015 the San Francisco Metropolitan Transportation Authority was planning to introduce ASE legislation. It appears that the legislation will now be introduced in 2017. However, the initial scope of the bill, described as a "pilot program" is planned to be limited as follows:

- **Geographic:** City/County of San Francisco, and San Jose.
- **Situational:** Authorization will be limited to areas where there is a history of collisions where speed was a factor.

Given these limitations, Contra Costa County will not see the benefit of the legislation.

Regarding the geographic limitation, SFMTA staff indicated that there is an adopted Vision Zero policy in both San Francisco and San Jose demonstrating a broad, formal base of support for safety increases and speed control. In summary, Vision Zero is a recognition that traffic fatalities are preventable, and a commitment to ensure that no one is killed in traffic. Jurisdictions that adopt Vision Zero (VZ) set out to end traffic deaths within a specific time frame. Dozens of entities in the United States have adopted VZ policies including local jurisdictions, Caltrans, and the Federal Highway Administration. While no Contra Costa jurisdiction has an adopted VZ policy, the Contra Costa County Public Works Department is considering implementing similar policies. See the attached, Vision Zero (San Jose).pdf for more information on the concept.

Regarding the situational limitation, the approach that there needs to be collisions (and we assume injuries or deaths) before implementing solutions is fundamentally flawed. Staff understands this limitation was negotiated with advocacy groups concerned with the ASE proposal.

If the County is interested in developing the ASE tool for use in the County we will need to seek our own authorization. If TWIC and the Board of Supervisors is interested in pursuing ASE as a strategy staff the effort should begin with the development of a Vision Zero policy possibly with countywide advocacy rather than through a County-led or initiated effort.

RECOMMENDATION: DIRECT staff to bring draft letters to the appropriate parties to the full Board of Supervisors regarding the Title 5 revision process, DISCUSS any other state issues of note and take other ACTION as appropriate.

3) **FEDERAL**

No written report in May.

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



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 10/09/2017

Subject: Grant submittal for a short-line railroad feasibility study in the Northern Waterfront area to the U.S. Econ. Development Admin.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 2, 15

Referral Name: 2. Review applications for transportation, water & infrastructure grants prepared by PWD & DCD, 15. Freight transportation issues related to the Northern Waterfront.

Presenter: Robert Sarmiento, DCD

Contact: Robert Sarmiento
(925)674-7884

Referral History:

N/A

Referral Update:

Northern Waterfront Economic Development Initiative

The Northern Waterfront Economic Development Initiative was launched in 2013 to assess economic conditions in the Northern Waterfront and identify opportunities to revitalize it. In January 2014, the County released the *Revitalizing Contra Costa's Northern Waterfront: How to be Competitive in the 21st Century Global Economy* Report, which detailed the current economic conditions and opportunities and the recommended strategies to implement that would revitalize the area.

At the April 11, 2017 meeting, the Northern Waterfront Ad Hoc Subcommittee received an update from staff on the work program for the Northern Waterfront Economic Development Initiative. One of the activities identified in the work program was a goods movement study to determine the feasibility of a short-line railroad in the Northern Waterfront (Exhibit A). At the May 9, 2017 Board of Supervisors meeting, the Board approved allocating \$500,000 from the County General Fund to fund Northern Waterfront Economic Development Initiative activities in the work program, \$75,000 of which would go towards funding the short-line railroad feasibility study.

Economic Development Administration - Planning and Local Technical Assistance Program

The United States Economic Development Administration (EDA) currently has a call for projects for its Planning and Local Technical Assistance Program (Exhibit B). This program funds studies and plans that generates economic development and investment in areas that are experiencing economic hardship. Specifically, the Planning Program funds regional-level economic development plans, the *Revitalizing Contra Costa's Northern Waterfront* Report for example. The Local Technical Assistance Program funds more localized or focused studies and plans.

The total amount available is \$41 million (\$30 million to the Planning Program, \$11 million for the Local Technical Assistance Program), and the maximum grant funding is \$300,000. The local match for the grant ranges from 20% to 50%, depending on if certain economic thresholds related to unemployment and per capita income are met. The grant is available through FY 2018/19.

Discussion

Staff is asking TWIC to recommend that the Board of Supervisors approve the submittal of a grant proposal to the EDA - Planning and Local Technical Assistance Program. The proposal, "Feasibility of a Short-Line Railroad to in the Northern Waterfront", would fund a short-line railroad study. The grant application, in the amount of \$75,000, would be submitted for the Local Technical Assistance Program.

The local match would be anywhere from \$15,000 to \$37,500, depending on the economic thresholds discussed above. These funds would be taken from \$75,000 earmarked for the short-line railroad study. The \$75,000 was part of a \$500,000 amount appropriated towards Northern Waterfront Economic Development Initiative activities by the Board of Supervisors at its May 9, 2017, meeting. Staff expects to submit the grant application to the Board of Supervisors for its consideration sometime this Fall.

Recommendation(s)/Next Step(s):

RECOMMEND that the Board of Supervisors approve the submission of a grant application, "Feasibility of a Short-Line Railroad in the Northern Waterfront," for the *Planning and Local Technical Assistance Program* to the United States Economic Development Administration to study a short-line railroad in the Northern Waterfront.

Fiscal Impact (if any):

In the event of a successful grant application, the County will receive an amount not to exceed \$60,000 from the U.S. Economic Development Administration, Planning and Local Technical Assistance Program. (County match of \$37,500 provided by Northern Waterfront Economic Development Initiative [Other Special Departmental Expense, FY 2017-18 Budget] with no new General Fund impact).

Attachments

Exhibit A - Northern Waterfront 4-11-17 Packet

Exhibit B - EDA Planning and Local Technical Assistance Programs



**NORTHERN WATERFRONT
ECONOMIC DEVELOPMENT INITIATIVE
AD HOC COMMITTEE**

**April 11, 2017
1:00 P.M.**

**Department of Conservation & Development
Zoning Administrator Room
30 Muir Road, Martinez**

**Supervisor Federal Glover, District V
Supervisor Diane Burgis, District III**

Agenda Items:

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 not on this agenda (speakers may be limited to three minutes).
3. APPROVE minutes from the March 2, 2016 meeting
4. RECEIVE update regarding Northern Waterfront Economic Development Initiative work program including:
5. CONSIDER extending the Adapting to Rising Tides study to eastern Contra Costa
6. Next Steps

The Northern Waterfront Economic Development Initiative (NWEDI) Ad Hoc Committee will provide reasonable accommodations for persons with disabilities planning to attend committee 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 NWEDI Ad Hoc Committee less than 96 hours prior to that meeting are available for public inspection at the Department of Conservation & Development, 30 Muir Road, Martinez, during normal business hours. Staff reports related to open session items on the agenda are also accessible on line at www.co.contra-costa.ca.us.

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:

Rich Seithel, Chief, Annexations & Economic Stimulus Programs
Phone (925) 674-7869
rich.seithel@dcd.cccounty.us

2. Develop an engagement message using additional research and fact finding,
3. Develop a conceptual blueprint to guide the collaborative planning process.

The conceptual planning blueprint will guide the strategic planning process to position NWEDI for ongoing funding; attract additional local/regional partners needed for long-term sustainability; align with other on-going community development processes in Contra Costa communities; and foster revitalization, strong community partnerships, service integration, and community trust, support and advocacy for the NWEDI.

II. Data Development and Analytics:

To assist in the development of the Draft Action Plan, provide clarity, and strengthen policy direction and analysis, the following studies are recommended: 1) industrial properties/parcels database; 2) goods movement; 3) California State Lands Commission analysis; 4) assets/competitive advantages profiling; and 5) performance indicators development.

- 1) Database:** Industrial zoned land is under increasing pressure from other types of development. It is critical that the county and six cities determine how much land is zoned for industrial use, how much is currently developed, underutilized, vacant, or has development constraints and how much of this job-producing land should be retained as industrial land for the future. An industrial property/parcel database is an important tool for planning studies, strategic public investment in infrastructure, marketing and promotion, and fiscal analysis.

A database will assemble information into a single, useable package and format such that current and accurate information is readily available for potential buyers to review. This database will improve the Northern Waterfront's competitive edge by providing more certainty for businesses in locating and developing projects quickly, as well as, demonstrate that the NWEDI is committed to promoting and expediting economic development projects.

A sample list of parcel database factors is attached (attachment # 1)

- 2) Goods Movement:** Goods movement is essential to the daily lives of residents and to the economic prosperity of the Northern Waterfront. It is important to reassess the legacy transportation infrastructure along the Northern Waterfront and to start developing a plan to identify needed infrastructure that will promote job growth along the waterfront and shorten the commutes for workers living in existing and planned housing. Of particular importance is determining the feasibility of a short-line railroad.

A short line railroad is a small or mid-sized railroad company that operates over a relatively short distance. Short-line railroads play a critical role in originating and terminating goods transported by rail. Particularly important is the role that they play

in providing links to the Class I rail network. Currently, the Northern Waterfront is served by two Class I railroads: the BNSF and the UPRR. However, it is important to point out that many rail-served customers along the Northern Waterfront only have access to one of the Class 1 railroads.

A significant competitive advantage lies with companies that have access to two or more Class I lines connected by a short-line railroad. This situation provides a means for a shipper to better manage the risks of service interruptions on one carrier by gaining efficient access to an alternative rail route. It also creates an environment of long-term competitive pricing while opening a wealth of shipping options. Short-line railroads provide dependable, timely, high-quality service at significantly lower transportation costs compared to companies that have only one rail carrier option

- 3) California State Lands Commission:** The California State Lands Commission (CSLC) currently oversees the vast majority of the tidal and submerged lands in the Northern Waterfront. These lands are known as Public Trust Lands (Trust Lands). The CSLC is charged with managing and protecting the state's tidal and submerged lands for the public trust. Occupants of Public Trust Lands, from international companies with industrial wharfs to residential users with small docks, are required to lease the Trust Lands from the CSLC at fair market value. At present, these leases are managed by the CSLC, and the CSLC receives 100% of the revenue. That revenue is reinvested in the Trust Lands on uses that are consistent with the Public Trust Doctrine. At present, the revenue from the Trust Lands adjacent to the County limits may be expended on any of the Trust Lands in the state. With legislative approval, the SLC may grant state tidelands to local governments for their use and maintenance.

As the trustee, the local jurisdiction is able to:

- ✓ Streamline lease approvals and permitting by being able to provide a “one-stop-shop”;
- ✓ Provide local contact and improve accessibility for local businesses;
- ✓ Retain local control over business attraction efforts and implementation, and;
- ✓ Retain a percentage of the Trust Lands lease revenue, and reinvest it in the local waterfront.

The unincorporated area of the Northern Waterfront tidal and submerged lands, as well as the balance of the County's unincorporated tidal and submerged lands, may benefit from an arrangement with CSLC similar to the City of Pittsburg's with CSLC.

- 4) Assets/Competitive Advantages Profiling:** Successful regions specialize in the production of goods and services for which local firms are efficient producers, but firm productivity is also affected by the quality of the regional business environment. However, communities and regions often assess their competitiveness through the lens of vague, place-based rankings that are not rooted in research. There is often

Description	Expense Item	Cost	Desired Outcome
Description: Community engagement is fundamental to the success of the Northern Waterfront Initiative and integral to advancing and improving the Waterfront's economic prospects.	OUTREACH: Consultant	\$ 85,000	Engage residents and other stakeholders along the waterfront, educate regional and national agencies and to identify issues about the future of the Northern Waterfront.
Description: Assists in the development of the Draft Action Plan, provide clarity, and strengthen policy direction and analysis. Industrial properties database could be used for planning studies, strategic public investment, marketing and promotion, and fiscal analysis; California State Lands Commission analysis would help provide greater local control, as well as, a sustainable revenue source.	DATA DEVELOPMENT & ANALYTICS: Industrial parcel identification/analysis Goods movement State Lands analysis Assets/competitive advantages profile Performance indicators development	\$ 125,000 \$ 75,000 \$ 25,000 \$ 85,000 \$ 25,000	Establish baselines; improve knowledge base and improve relevant information for decision-making; determine viability of potential funding sources and secure grant funding. Determining indicators that include economic, environmental, and social progress (Genuine Progress Indicators).
Description: the Draft Strategic Action Plan will include a cluster-based economic development strategy, target industry clusters, goals and objectives, implementation program, responsible parties, estimated cost, potential funding sources, priorities, and timeframe.	DRAFT STRATEGIC ACTION PLAN: Consultant	\$ 80,000	Draft Plan provides a blueprint for advancing the Northern Waterfront Initiative; an outline for engaging more involved collaboration; provides basis for adoption of public policies, programs, and investments. The Draft Plan will be available for public
	Total	\$ 500,000	

ANNOUNCEMENT OF FEDERAL FUNDING OPPORTUNITY
Planning and Local Technical Assistance Programs

EXECUTIVE SUMMARY

- **Federal Agency Name:** Economic Development Administration (EDA), U.S. Department of Commerce (DOC).
- **Funding Opportunity Title:** FY 2016 – FY 2019 EDA Planning Program and Local Technical Assistance Program – Application submission and program requirements for EDA’s Planning and Local Technical Assistance programs.
- **Announcement Type and Date:** Federal Funding Opportunity (FFO) announcement publishing EDA’s application submission requirements and review procedures for applications received under EDA’s (i) Planning and (ii) Local Technical Assistance programs, authorized under the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. § 3121 *et seq.*) (PWEDA). Effective date: December 10, 2015. This Planning and Local Technical Assistance FFO will remain in effect until superseded by a future announcement.
- **Funding Opportunity Number:** EDA-HDQ-TA-HDQ-2016-2004759
- **Catalog of Federal Domestic Assistance (CFDA) Numbers:** 11.302, Economic Development - Support for Planning Organizations; 11.303 Economic Development - Technical Assistance
- **Dates:** There are no application deadlines under this FFO. Applications will be accepted on an ongoing basis until the publication of a new Planning FFO.
- **Funding Opportunity Description:** Pursuant to PWEDA, EDA announces general policies and application procedures for grant-based investments under the Planning and Local Technical Assistance programs. Under the Planning program EDA assists eligible recipients in creating regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region. As part of this program, EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which articulate and prioritize the strategic economic goals of recipients’ respective regions. In general, EDA provides Partnership Planning grants to the designated planning organization (e.g., District Organization) serving EDA-designated Economic Development Districts to enable these organizations to

develop and implement relevant CEDS. In addition, EDA provides Partnership Planning grants to Indian Tribes to help develop and implement CEDS and associated economic development activities. The Planning program also helps support organizations, including District Organizations, Indian Tribes, and other eligible recipients, with Short-Term and State Planning investments designed to guide the eventual creation and retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. The Local Technical Assistance program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility analyses and impact studies.

- **Eligible Applicants:** EDA is not authorized to provide grants or cooperative agreements to individuals or to for-profit entities. Requests from such entities will not be considered for funding. Eligible applicants for EDA financial assistance under the Planning and Local Technical Assistance programs include a(n): (i) District Organization of a designated Economic Development District; (ii) Indian Tribe or a consortium of Indian Tribes; (iii) State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; (iv) institution of higher education or a consortium of institutions of higher education; or (v) public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State. See Section 3 of PWEDA (42 U.S.C. § 3122) and 13 C.F.R. § 300.3.

FULL ANNOUNCEMENT TEXT
THE ECONOMIC DEVELOPMENT ADMINISTRATION'S (EDA)
PLANNING AND LOCAL TECHNICAL ASSISTANCE PROGRAMS

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I. Funding Opportunity Description

A. Overview

This Federal Funding Opportunity (FFO) announcement sets out EDA's application submission and review procedures for two of its Economic Development Assistance programs (EDAP) authorized under the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. § 3121 et seq.) (PWEDA): (i) Planning; and (ii) Local Technical Assistance. EDA publishes separate FFO announcements for its other programs: Public Works, Economic Adjustment Assistance, University Center, Research and National Technical Assistance, Regional Innovation Strategies, and Trade Adjustment Assistance for Firms.

EDA's programs provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs, and are designed to lead to the creation and retention of jobs and increased private investment. EDA's programs fund and promote local and regional economic development capacity-building efforts

that result in or are instrumental in establishing vibrant economies throughout the United States. Through these programs, EDA supports locally-driven strategies that build on regional assets to spur economic prosperity and resiliency. EDA encourages initiatives that present new ideas and creative approaches to advance economic prosperity in distressed communities.

B. EDA Investment Priorities

Through the competitive grant process outlined in this FFO, all proposed projects are evaluated to determine the extent to which they align with EDA's capacity-building investment priorities, create or retain high-quality jobs, leverage public and private resources, demonstrate the ability to start the proposed project promptly and use funds quickly and effectively, and provide a clear scope of work and specific, measureable outcomes.

EDA's investment priorities are designed to provide an overarching framework to guide the agency's investment portfolio to ensure its investments have the greatest impact. Competitive applications will be responsive to the evaluation criteria listed in Section V.A. of this FFO, and will align with at least one of the following investment priorities:

1. Collaborative Regional Innovation

Projects that support the development and growth of innovation clusters¹ based on existing regional competitive strengths. Such initiatives must engage relevant stakeholders; facilitate collaboration among urban, suburban, and rural (including tribal) areas; provide stability for economic development through long-term intergovernmental and public/private collaboration; and support the growth of existing and emerging industries.

2. Public/Private Partnerships

Projects that use both public and private sector resources and complementary investments by other government/public entities and/or nonprofits.

¹ EDA defines clusters as geographic concentrations of firms, workers and industries that do business with each other and have common needs for talent, technology, and infrastructure. Clusters are essentially networks of similar, synergistic, or complementary entities that are engaged in or with a particular industry sector; have active channels for business transactions and communication; share specialized infrastructure, labor markets, and services; and leverage the region's unique competitive strengths to stimulate innovation and create jobs. Clusters may cross municipal, county, and other jurisdictional boundaries.

3. **National Strategic Priorities**

Projects that:

- a. encourage job growth and business expansion in manufacturing, including advanced manufacturing, sustainable manufacturing, and manufacturing supply chains;
- b. assist communities severely impacted by the declining use of coal;
- c. increase economic resiliency, including resilience to the effects of natural disasters and climate change;
- d. assist with natural disaster mitigation and recovery;
- e. are aimed at restoring or improving urban waters and the communities that surround them; and
- f. assist and/or support:
 - i. information technology infrastructure (for example, broadband or smart grid);
 - ii. communities severely impacted by automotive industry restructuring;
 - iii. job-driven skills development;
 - iv. access to capital for small- and medium-sized and ethnically diverse enterprises;
 - v. innovations in science and health care; and
 - vi. advancement of science and research parks, other technology transfer, or technology commercialization efforts.

4. **Global Competitiveness**

Projects that support high-growth businesses and innovation-based entrepreneurs to expand and compete in global markets, especially investments that expand U.S. exports, encourage foreign direct investment, and promote the repatriation of jobs back to the U.S.

5. **Environmentally-Sustainable Development**

Projects that promote job creation and economic prosperity through enhancing environmental quality and developing and implementing green products, processes, places, and buildings as part of the green economy. This includes projects that encourage job growth, business expansion, and innovations in energy-efficient technologies and clean energy, including alternative fuel technologies. Additional information is available on EDA's website at <http://www.eda.gov/pdf/GreenGrowthOverview.pdf>.

6. **Underserved Communities**

Projects that strengthen diverse communities that have suffered disproportionate economic distress and job losses and/or are rebuilding to become more competitive in the global economy.

C. EDA Program Information

This section provides detailed information on the two programs to which this FFO applies. Additional information about EDA's other programs, including information about the eligibility of specific kinds of projects, is available through EDA staff. EDA staff provides technical assistance to prospective applicants to assist in proposal development and application submission. Applicants are strongly encouraged to contact the appropriate EDA regional office for their State noted in Section VIII. of this FFO to clarify technical matters involving their proposed project, its alignment with EDA's mission and investment priorities, and all other relevant publicly available information relating to technical matters before submitting an application to EDA.

1. Planning Program: (CFDA No. 11.302; 13 C.F.R. Part 303)

Through the Planning program, EDA provides assistance to eligible recipients to create regional economic development plans to build economic development capacity and guide the economic prosperity and resiliency of an area or region. As part of this program, EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which are designed to help regions leverage their unique assets to help create and retain high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions.

EDA provides Partnership Planning grants to the designated planning organization (e.g., District Organization) serving each EDA-designated Economic Development District (EDD) throughout the Nation. These planning organizations are typically recognized by the State in which they reside as multi-jurisdictional councils of governments, regional commissions, or planning and development organizations. Partnership Planning grants enable planning organizations to manage and coordinate the development and implementation of CEDS. In addition, EDA provides Partnership Planning grants to Indian Tribes to help organize and assist with the implementation of economic development activities within their areas.

The Planning program also helps eligible recipients, including District Organizations and Indian Tribes, with Short-Term and State Planning efforts in order to stimulate and guide the creation and/or retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. For example, EDA might provide Short-Term Planning funding to a coalition of Tribal and regional organizations to plan a coordinated response to the sudden loss of a major employer in the affected area(s).

2. Local Technical Assistance Program (CFDA No. 11.303; 13 C.F.R. Part 306, Subpart A)

The Local Technical Assistance program strengthens the capacity of local, regional or State organizations and institutions to undertake and promote effective economic development programs through projects such as feasibility studies, impact analyses, disaster resiliency plans, and project planning. For example, EDA might provide funds to help a city prepare a feasibility study regarding the use of an abandoned manufacturing facility for an activity that advances local economic development.

3. Statutory Authorities for EDA's programs

The statutory authorities for the Planning and Local Technical Assistance programs are Sections 203 (42 U.S.C. § 3143) and 207 (42 U.S.C. § 3147) of PWEDA, respectively.

Unless otherwise provided in this FFO, applicant eligibility, program objectives and priorities, application procedures, evaluation criteria, selection procedures, and other requirements for the Planning and Local Technical Assistance programs are set forth in EDA's regulations (codified at 13 C.F.R. chapter III). All applications must comply with these requirements. EDA's regulations are available <http://www.gpo.gov/fdsys/pkg/CFR-2015-title13-vol1/pdf/CFR-2015-title13-vol1-chapIII.pdf>.

II. Award Information

A. Funding Availability

Note: As of December 10, 2015, the full amount of FY 2016 appropriations is not available and EDA is operating under the authority of H.R. 719, which continues the FY 2015 Consolidated Appropriations Act funding levels. The FY 2015 award amounts are provided only for your information as they may prove useful for planning purposes.

In FY 2015, the Consolidated Appropriations Act, 2014 (P.L. 113-235) (The Commerce, Justice, Science, and Related Agencies Appropriations Act, 2015 [division B of P.L. 113-235]) appropriated \$30 million for the Planning program and \$11 million for Local Technical Assistance program.

The funding periods and funding amounts referenced in this FFO are subject to the availability of funds at the time of award, as well as to DOC and EDA priorities at the time of award. Neither DOC nor EDA will be held responsible for application preparation costs. Publication of this announcement does not obligate DOC or EDA to award any specific grant or cooperative agreement or to obligate all or any part of available funds. Applications for renewal or supplementation of additional projects may compete with applications for new awards. The

average award amounts set out below are provided only for your information and may prove useful for planning purposes. Actual amounts awarded may be higher or lower depending on the nature of the funded project and the availability of funds. The majority of funding under the Planning program is for Partnership Planning grants for EDA-designated EDDs and Indian Tribes.

The average size of a Planning investment has been approximately \$70,000, and investments generally range from \$40,000 to \$200,000. Historically, EDA has awarded funds for between 320 and 470 Planning projects a year.

The average size of a Local Technical Assistance investment has been approximately \$64,000, and investments generally range from \$50,000 to \$300,000. Historically, EDA has awarded funds for between 30 and 50 Local Technical Assistance projects a year.

B. Funding Instruments and Period of Performance

Subject to the availability of funds, EDA may enter into a grant or cooperative agreement with successful recipient. A cooperative agreement will be used if the proposed project involves substantial EDA involvement, which may include hands-on technical assistance and involvement in project activities. Substantial involvement indicates that EDA may assist, guide, coordinate, or participate in project activities in a partnership role; it is not to assume direction, prime responsibility, or a dominant role in the activities. A project's period of performance is dependent on the project scope of work, the nature of the project, and the EDA program under which the grant is awarded. In general, a Planning or Local Technical Assistance investment is usually one year in duration, but a specific award may allow for up to three years for completion of the scope of work. EDA expects that all projects will proceed efficiently and expeditiously, and EDA encourages applicants to clearly document how quickly the applicant will be able to start and complete the proposed work.

C. Funding Restrictions

In general, EDA does not reimburse pre-award project costs. Applicants that are in need of such reimbursement should work closely with the EDA representative for their state to determine if their pre-award costs may be considered for reimbursement. In order for contracted pre-award costs to be eligible for reimbursement, the applicant must competitively procure services pursuant to the Federal government's procurement procedures.² All pre-award costs are incurred at an applicant's own risk and will be considered for reimbursement, in EDA's sole discretion, only if an applicant receives an award and must be approved by EDA in writing.

² Procurement requirements for States and other non-Federal entities are set out at 2 C.F.R. §§ 200.317 – 200.326.

Neither EDA nor DOC will be held responsible for proposal and application preparation expenditures, which are distinguishable from pre-award project costs.

III. Eligibility Information

A. Eligible Applicants

Pursuant to PWEDA, eligible applicants for and eligible recipients of EDA investment assistance under this FFO include a(n):

1. District Organization;
2. Indian Tribe or a consortium of Indian Tribes;
3. State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions;
4. Institution of higher education or a consortium of institutions of higher education; or
5. Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State.³

EDA is **not** authorized to provide grants or cooperative agreements to individuals or for-profit entities, and such requests will not be considered for funding.

B. EDA Economic Distress Criteria

Awards under EDA's Planning and Local Technical Assistance programs will demonstrate the probability of effecting positive economic development impacts within distressed regions and help promote regional economic resiliency. Applicants are responsible for defining the region that the project will assist by providing supporting statistics and other information, as appropriate. **Although meeting specific distress criteria is not a prerequisite for funding under the two programs, the economic distress level of the region impacted by a project serves as the basis for establishing the EDA share of the total cost of a project.** See Section III.C. of this FFO for information on matching share requirements.

C. Cost Sharing or Matching

Generally, the amount of an EDA award may not exceed 50 percent of the total cost of the project. Projects may receive an additional amount that may not exceed up to 30 percent of

³ See Section 3 of PWEDA (42 U.S.C. § 3122) and 13 C.F.R. § 300.3.

the total project cost, based on the relative needs of the region in which the project will be located, as determined by EDA.

In general, EDA's maximum investment rate (percent of total project costs) is determined by the average per capita income or unemployment rate of the region in which the project is located, as outlined in Table 1 below:⁴

TABLE 1

Projects located in regions in which:	Maximum allowable investment rates (percentage of total project cost)
(A) The 24-month unemployment rate is at least 225% of the national average; or	80
(B) The per capita income is not more than 50% of the national average.	80
(C) The 24-month unemployment rate is at least 200% of the national average; or	70
(D) The per capita income is not more than 60% of the national average.	70
(E) The 24-month unemployment rate is at least 175% of the national average; or	60
(F) The per capita income is not more than 65% of the national average.	60
(G) The 24-month unemployment rate is at least 1 percentage point greater than the national average; or	50
(H) The per capita income is not more than 80% of the national average.	50

In addition, the Secretary of Commerce has delegated to the Assistant Secretary for Economic Development the discretion to establish a maximum EDA investment rate of up to 100 percent of the total project cost to a: (i) State (or political subdivision of a State) that the Assistant Secretary for Economic Development determines has exhausted its effective taxing and borrowing capacity, or (ii) a non-profit organization that the Assistant Secretary for Economic Development determines has exhausted its effective borrowing capacity.⁵ Additionally, EDA's

⁴ See Section 204(a) of PWEDA (42 U.S.C. § 3144) and 13 C.F.R. § 301.4(b)(1).

⁵ See Sections 204(c)(1) and (2) of PWEDA (42 U.S.C. § 3144) and 13 C.F.R. § 301.4(b)(5).

regulations provide discretion to establish a maximum EDA investment rate of up to 100 percent for projects of Indian Tribes.⁶

Potential applicants should contact the appropriate EDA regional office for their State (noted in in Section VIII. of this FFO) to obtain additional information regarding these EDA investment rate determinations.

The applicant must show that the matching share will: (i) be committed to the project for the period of performance, (ii) be available as needed, and (iii) not be conditioned or encumbered in any way that may preclude its use consistent with the requirements of EDA investment assistance.⁷

In the application review process, EDA will consider the nature of the contribution (cash or in-kind) and the amount of the matching share funds. In-kind contributions may provide the required non-Federal share of the total project cost if deemed eligible and fairly valued. All in-kind contributions must be eligible project costs and meet applicable Federal cost principles and uniform administrative requirements.⁸ Examples of in-kind contributions may include space, equipment, services, or forgiveness or assumptions of debt.⁹ Funds from other Federal financial assistance awards may be considered matching share funds only if authorized by statute, which may be determined by EDA's reasonable interpretation of the statute.¹⁰

Applicants are strongly encouraged to work with the appropriate EDA regional office for their State in Section VIII. of this FFO to determine how in-kind contributions can be utilized to satisfy the matching share requirement for their respective project concept and application.

IV. Application and Submission Information

Applicants are strongly urged to consult with the EDA representative for their applicable State to discuss whether their project is in alignment with EDA's investment priorities, eligibility requirements, cost-sharing requirements, or other requirements outlined in this FFO. This consultation is limited to clarification of technical matters involving their proposed project, project alignment with EDA's mission and investment priorities, and all other relevant publicly available information relating to technical matters; however, it will assist potential applicants in determining how to best proceed with their project.

⁶ See 13 C.F.R. § 301.4(b)(1).

⁷ See 13 C.F.R. § 301.5.

⁸ See 2 CFR § 200.306.

⁹ See Section 204(b) of PWEDA (42 U.S.C. § 3144).

¹⁰ See the definition of "Local Share or Matching Share" at 13 C.F.R. § 300.3.

In general, EDA does not reimburse pre-award project costs. Applicants that are in need of such reimbursement should work closely with the EDA representative for their State to determine if their pre-award costs may be considered for reimbursement. In order for contracted pre-award costs to be eligible for reimbursement, the applicant must competitively procure services pursuant to the Federal government's procurement procedures.¹¹ All pre-award costs are incurred at an applicant's own risk and will be considered for reimbursement, in EDA's sole discretion, only if an applicant receives an award and the costs are approved by EDA. Neither EDA nor DOC will be held responsible for application preparation expenditures, which are distinguishable from pre-award project costs.

For applications submitted through Grants.gov, all forms must be submitted by and will be signed electronically by an Authorized Organizational Representative (AOR) of the applicant. An AOR registered with Grants.gov is the only official with the authority to submit applications through Grants.gov; however, sometimes the AOR authorized to submit an application is not an authorized representative of the applicant organization (i.e., someone who is authorized to act on behalf of or bind the organization). Regardless of the method of application submission, if an application is successful, an authorized representative of the applicant will be required to reaffirm that all documents submitted in support of the application were and remain true and correct. Please see Section IX. of this FFO for information on AOR requirements. Paper applications must include original signatures of an authorized official of the applicant. Please refer to important information on submitting your application provided in Section IV.D. of this FFO.

A. Obtaining an Application Package

An applicant may obtain the appropriate application package electronically at www.grants.gov (Grants.gov). Applicants may search for this funding opportunity on Grants.gov using Funding Opportunity Number "EDA-HDQ-TA-HDQ-2016-2004759". All components of the appropriate application package may be accessed and downloaded (in a screen-fillable format) at http://www.grants.gov/applicants/apply_for_grants.jsp. The preferred electronic file format for attachments is Adobe portable document format (PDF); however, EDA will accept electronic files in Microsoft Word, WordPerfect, or Microsoft Excel. Applicants are advised that they must complete the registration process prior to submitting an application through Grants.gov; however, please note that registration is not required for an applicant to access, view, or download the application package. Even though an applicant may be able to view and download an application, if the applicant has not correctly completed the Grants.gov

¹¹ Procurement requirements for States and other non-Federal entities are set out at 2 C.F.R. §§ 200.317 – 200.326.

registration process, the applicant will not be able to submit the application electronically for EDA's review. Alternatively, an applicant eligible for assistance under this announcement may request a paper application package by contacting the appropriate EDA regional office listed under Section VIII. of this FFO.

B. Content and Form of the Application Submission

A complete application package includes the following required documents, as outlined below:

- 1. One Form SF-424** (Application for Federal Assistance) from each co-applicant, as applicable.
- 2. One Form SF-424A** (Budget Information-Non-Construction Programs). One form per project is required.
- 3. One Form SF-424 B** (Assurances-Non-Construction Programs) from each co-applicant, as applicable.
- 4. One Form ED-900** (General Application for EDA Programs), and accompanying supporting documentation. Section A of Form ED-900 provides structured questions designed to assess the need and impact of a proposed project. While Form ED-900 provides space within the form for responses, the applicant may substitute an expanded explanation of the project (project narrative, need/region, scope, budget narrative, etc.) in a separate attachment that references the questions in the Form ED-900, to ensure that its application includes a clear and compelling justification for the project.
- 5. One Form ED-900A** (Additional EDA Assurances for Construction *Or* Non-Construction Investments) from each co-applicant, as applicable.
- 6. One Form CD-511** (Certification Regarding Lobbying) from each co-applicant, as applicable.
- 7. One Form SF-LLL** (Disclosure of Lobbying Activities) from each co-applicant, as applicable.

After EDA reviews your application, EDA may contact you to request any necessary additional documentation, depending on the type of project proposed. This additional documentation will be required to ensure that the proposed project complies with all applicable rules and regulations prior to EDA's issuance of an award. EDA will provide applicants a reasonable amount of time to provide any additional documentation. Failure to provide complete

and accurate supporting documentation in a timely manner when requested by EDA may result in the denial of your application.

C. Deadlines for Submission

There are no application deadlines under this FFO. Applications are accepted on an ongoing basis until the publication of a new Planning FFO.

D. Directions for Submission

1. Electronic submissions

EDA strongly encourages electronic submissions of applications through Grants.gov. EDA will not accept facsimile or email transmissions of applications.

Once an application is submitted, it undergoes a validation process through Grants.gov during which the application may be accepted or rejected by the system. Please be advised that the validation process may take 24 to 48 hours to complete. Applications that contain errors will be rejected by Grants.gov, and will not be forwarded to EDA for review. The applicant must correct the error before Grants.gov will accept and validate the application.

Please see Section IX. of this FFO for more detailed instructions and information on the requirements for submitting applications electronically via Grants.gov.

2. Paper submissions

An applicant has the option of submitting a completed paper application via postal mail or courier service to the applicable regional office listed in Section VIII. of this FFO. The applicant may download the appropriate application package in a screen-fillable format from http://www.grants.gov/applicants/apply_for_grants.jsp, save it electronically, and print it for paper submission.

One original and two copies of the complete application must be mailed to the applicable regional office. Applicants are encouraged to include an electronic version of their application on a CD to facilitate processing of the application by EDA.

DOC mail security measures may delay receipt of United States Postal Service mail for up to two weeks. Therefore, applicants that submit paper submissions are advised to use guaranteed overnight delivery services.

E. Unique Entity Identifier and System for Award Management (SAM)

To enable the use of a universal identifier and to enhance the quality of information available to the public as required by the Federal Funding Accountability and Transparency Act of 2006, to the extent applicable, applicants are required to: (i) Be registered in the System for Award Management (SAM) before submitting its application; (ii) provide a valid unique entity identifier in its application; and (iii) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. EDA may not make a Federal award to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the EDA is ready to make an award, EDA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making an award to another applicant. Recipients will be subject to reporting requirements, as identified in OMB guidance published at 2 C.F.R. Parts 25 and 170 (2014). The guidance set out at 2 C.F.R. Part 25 may be located at <http://www.gpo.gov/fdsys/pkg/CFR-2014-title2-vol1/pdf/CFR-2014-title2-vol1-part25.pdf>, and the guidance set out at 2 C.F.R. Part 170 may be located at <http://www.gpo.gov/fdsys/pkg/CFR-2014-title2-vol1/pdf/CFR-2014-title2-vol1-part170.pdf>. Note that SAM now encompasses the Central Contractor Registration (CCR), and that the unique entity identifier is commonly the Data Universal Numbering System (DUNS) Numbers.

F. Intergovernmental Review

Applications submitted under this FFO are subject to the requirements of Executive Order (EO) 12372, "Intergovernmental Review of Federal Programs," if a State has adopted a process under EO 12372 to review and coordinate proposed Federal financial assistance and direct Federal development (commonly referred to as the "single point of contact review process"). All applicants must give State and local governments a reasonable opportunity to review and comment on the proposed Project, including review and comment from area-wide planning organizations in metropolitan areas.¹² To find out more about a State's process under EO 12372, applicants may contact their State's Single Point of Contact (SPOC). Names and addresses of some States' SPOCs are listed on the Office of Management and Budget's home page at http://www.whitehouse.gov/omb/grants_spoc. Section A.11. of Form ED-900 provides more information and allows applicants to demonstrate compliance with EO 12372.

¹² As provided for in 15 C.F.R. Part 13.

V. Application Review and Selection Process

Throughout the review and selection process, EDA reserves the right to seek clarification in writing from applicants whose applications are being reviewed and considered. EDA may ask applicants to clarify or substantiate application materials, objectives, and work plans, or modify budgets or other specifics necessary to comply with Federal requirements. For Partnership Planning awards to currently designated District Organizations, EDA will handle the award process in accord with current practice for institutional awards, rather than follow the competitive process outlined in this section. EDA will contact each currently designated District Organization to provide specific application submission requirements and award procedures. EDA's requirements for designating Economic Development Districts and District Organizations are set out at 13 C.F.R. Part 304. For more information, please contact the appropriate EDA regional office for the relevant State noted in Section VIII. of this FFO.

A. Evaluation Criteria

EDA will evaluate applications for the Short-Term Planning, State Planning, and Local Technical Assistance programs based on their ability to satisfy the following criteria. All factors will be weighted equally.

1. The project's demonstrated alignment with at least one of EDA's current investment priorities as outlined in Section I.B of this FFO;
2. The project's potential to increase the capacity of the community or region to promote job creation and private investment in the regional economy;
3. The project's feasibility and the likelihood that the project will achieve its projected outcomes;
4. The ability of the applicant to successfully implement the proposed project; and
5. The project's sustainability/durability, including the extent to which the project demonstrates support from regional stakeholders (private, public, and non-profit entities, etc.).

B. Review and Selection Procedures

Application packages submitted under this FFO for the Short-Term Planning, State Planning, and Local Technical Assistance programs will be reviewed for initial responsiveness to this FFO by a Project Officer within the applicable EDA regional office as described below. After the responsiveness review, applications will be referred to the regional office's Investment Review Committee (IRC), which is comprised of at least three EDA staff members. The IRC discusses the application to determine if it meets the program-specific award and application requirements provided in 13 C.F.R. § 303.3 for Planning awards and 13 C.F.R. § 306.2 for Local

Technical Assistance awards, as applicable, and the evaluation criteria set out in Section V.A of this FFO.

1. Responsiveness Review

EDA's regional office staff will conduct a responsiveness review on all complete applications received from eligible applicants. Applications that do not contain all forms and required documentation listed in Section IV.B of this announcement may be deemed non-responsive and excluded from further consideration. If an applicant omits a required form or required documentation, EDA will inform the applicant of what is missing and the applicant may resubmit. Applicants that are ineligible for EDA funding will be so informed.

All projects that are deemed eligible and technically complete will be forwarded to the IRC for further consideration. EDA staff will advise applicants of the reasons an application is not forwarded to the IRC. Please note that an application forwarded to the IRC is not guaranteed funding; EDA receives far more applications than it can fund.

2. Investment Review Committee

Each EDA regional office will convene an IRC that consists of at least three Federal employees to discuss and evaluate each application forwarded from the responsiveness review to determine if it meets the program-specific award and application requirements provided in 13 C.F.R. § 303.3 for Planning and 13 C.F.R. § 306.2 for Local Technical Assistance investments as well as the evaluation criteria set out in Section V.A of this FFO. The IRC recommends to the Regional Director whether an application merits further consideration, documenting its recommendation.

3. Grants Officer's Decision

Each region's IRC makes its recommendations to the respective Regional Director, who is the Grants Officer under this announcement and who makes the final decision on whether to fund an application. The Regional Director might select a project that was not recommended by the IRC, or not to fund a project that was recommended, based on any of the following Selection Factors:

1. The relative economic distress of the region;
2. The comparative financial or management capability of the applicant;
3. The likelihood a given project will start quickly, realistically achieve project goals, and catalyze additional resources;
4. The extent to which the application meets the overall objectives of Section 2 of PWEDA (42 U.S.C. § 3121);

5. If the applicant is a previous recipient of Federal financial assistance, the applicant's performance under previous awards, including whether the grantee submitted required performance reports and data;
6. The availability of program funding; and
7. The extent to which the project supports EDA's goals of geographic balance in distribution of program funds, project types, organizational type (to include smaller and rural organizations) and the overall portfolio.

The Regional Director's final decision must be consistent with EDA's and the DOC's published policies. Anytime the Regional Director makes a selection that differs from the IRC's recommendation, the Regional Director will document the rationale – based on the Selection Factors listed above – for the decision in writing.

VI. Award Administration Information

A. Award Notification

Applicants will be notified in writing if their applications are selected for funding. If an application is selected for funding and the applicant successfully and timely completes all due diligence requirements, the expectation is that the EDA Grants Officer will issue the FormCD-450, which is the authorizing financial assistance award document.

EDA will provide Form CD-450 by mail or two-day delivery to the appropriate business office of the recipient's organization, or electronically via email to the Authorized Organizational Representative listed on the applicant's Form SF-424. The recipient must sign and return the Form CD-450 without modification within 30 days of the date of the EDA Grants Officer's signature on the form to the applicable Regional Office. If the recipient does not sign and return the Form CD-450, EDA may terminate the award without further notice. By signing Form CD-450, the recipient agrees to comply with all award provisions.

If an applicant is awarded funding, neither DOC nor EDA is under any obligation to provide any additional future funding in connection with that award or to make any future award(s). Amendment or renewal of an award to increase funding or to extend the period of performance is at the discretion of DOC and EDA.

EDA will notify unsuccessful applicants in writing. EDA will retain unsuccessful applications in accordance with EDA's record retention schedule.

B. Administrative and National Policy Requirements

Administrative and national policy requirements for all DOC awards apply to this competition. These requirements may be found in the “Department of Commerce Financial Assistance Standard Terms and Conditions” (ST&Cs) and is summarized in the “Department of Commerce Pre-Award notification Requirements for Grants and Cooperative Agreements,” published in the *Federal Register* on December 30, 2014 (79 FR 78390). The Pre-Award notice may be accessed at the Government Printing Office (GPO) website at www.gpo.gov/fdsys/pkg/FR-2014-12-30/pdf/2014-30297.pdf. The ST&Cs may be accessed at the following website: http://www.osec.doc.gov/oam/grants_management/policy/default.htm.

C. Reporting Requirements

1. All recipients are required to submit financial, performance, and impact reports in accordance with the terms and conditions of the grant award, generally no less than semi-annually. All project progress and financial reports must be submitted to the applicable EDA program officer in electronic format.
2. The Federal Funding Accountability and Transparency Act of 2006 includes a requirement for awardees of applicable Federal grants to report information about first-tier subawards and executive compensation under Federal assistance awards issued in FY 2011 or later. All awardees of applicable grants and cooperative agreements are required to report to the Federal Subaward Reporting System (FSRS) available at www.FSRS.gov on all sub-awards over \$25,000. Please see the OMB guidance published at 2 C.F.R. Part 170 (2015), which can be accessed at <http://www.gpo.gov/fdsys/pkg/CFR-2015-title2-vol1/pdf/CFR-2015-title2-vol1-part170.pdf>.
3. EDA may require additional data on actual impact of the funded investment, pursuant to the Government Performance and Results Act (GPRA), to be submitted to EDA at periodic intervals after the grant award.

EDA reserves the right to use information contained in applications submitted under this opportunity, as well as all reports and performance data submitted by recipients to undertake an evaluation of its programs, either through its staff or by hiring a third party. Recipients of EDA grant awards are expected to cooperate with such evaluations, including by sharing performance information that they are already collecting as part of their grant activities.

D. Regulations, Administrative Requirements, and Cost Principles

Specific regulations, administrative requirements, and cost principles govern the use of EDA funds. The general and administrative requirements for EDA awards are set forth in 13 C.F.R. Parts 300–302. Specific application and award requirements for the Planning program are set out at 13 C.F.R. Part 303 and for the Local Technical Assistance program in Subpart A of 13 C.F.R. Part 306. EDA funds may not be used directly or indirectly to reimburse any attorneys’ or consultants’ fees incurred in connection with obtaining investment assistance pursuant to this competitive solicitation. *See* 13 C.F.R. § 302.10.

In addition, administrative and national policy requirements for all DOC awards apply to this competition. These requirements may be found in the “Department of Commerce Financial Assistance Standard Terms and Conditions” (ST&Cs) and are summarized in the “Department of Commerce Pre-Award Notification Requirements for Grants and Cooperative Agreements,” published in the *Federal Register* on December 30, 2014 (79 FR 78390). The Pre-Award notice may be accessed at the Government Printing Office (GPO) website at www.gpo.gov/fdsys/pkg/FR-2014-12-30/pdf/2014-30297.pdf. The ST&Cs may be accessed at the following website:

http://www.osec.doc.gov/oam/grants_management/policy/default%20p2.htm

Recipients of an EDA award will be bound by the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, which are codified at 2 C.F.R. Part 200 (Uniform Guidance). The Uniform Guidance streamlines the language from eight existing Office of Management and Budget (OMB) circulars, including Cost Principles (OMB Circulars A-21, A-87, A 122), administrative requirements (OMB Circulars A-102 and A 110), and audit requirements (OMB Circular A-133) into one consolidated set of guidance applicable to federal assistance awards. Note that the Uniform Guidance supersedes DOC’s Uniform Administrative Requirements set out at 15 C.F.R. Parts 14 and 24. Applicants are advised to familiarize themselves with 2 C.F.R. Part 200, which may be found at <http://www.gpo.gov/fdsys/pkg/CFR-2015-title2-vol1/pdf/CFR-2015-title2-vol1-subtitleA-chapII.pdf>. Additional information on the substance of and transition to the OMB Uniform Guidance may be found at <https://cfo.gov/cofar/>.

E. EDA’s Non-relocation Policy

Applicants are advised that should an application be selected for award, the recipient will be required to adhere to a special award condition relating to EDA’s non-relocation policy as follows:

In signing this award of financial assistance, Recipient(s) attests that EDA funding is not intended by the Recipient to assist its efforts to induce the relocation of existing jobs

within the U.S. that are located outside of its jurisdiction to within its jurisdiction in competition with other U.S. jurisdictions for those same jobs. In the event that EDA determines that its assistance was used for those purposes, EDA retains the right to pursue appropriate enforcement action in accord with the Standard Terms and Conditions of the Award, including suspension of disbursements and termination of the award for convenience or cause, which may include the establishment of a debt requiring the Recipient to reimburse EDA.

For purposes of ensuring that EDA assistance will not be used to merely transfer jobs from one location in the United States to another, each applicant must inform EDA of all employers that constitute primary beneficiaries of the project assisted by EDA. EDA will consider an employer to be a “primary beneficiary” if the applicant estimates that such employer will create or save 100 or more permanent jobs as a result of the investment assistance, provided that such employer also is specifically named in the application as benefiting from the project, or is or will be located in an EDA-assisted building, port, facility, or industrial, commercial, or business park constructed or improved in whole or in part with investment assistance prior to EDA’s final disbursement of funds. In smaller communities, EDA may extend this policy to the relocation of 50 or more jobs.

F. Audit Requirements

Single or program-specific audits shall be performed in accordance with the requirements contained in the Uniform Guidance (see 2 CFR Part 200, Subpart F, “Audit Requirements”). The Uniform Guidance requires any non-Federal entity (i.e., non-profit organizations, including non-profit institutions of higher education and hospitals, states, local governments, and Indian Tribes) that expends federal awards of \$750,000 or more in the recipient’s fiscal year to conduct a single or program-specific audit in accordance with the requirements set out in the OMB Uniform Guidance. Applicants are reminded that EDA or the DOC’s Office of Inspector General also may conduct an audit of an award at any time.

VII. Other Information

A. Freedom of Information Act Disclosure

The Freedom of Information Act (5 U.S.C. § 552) (FOIA) and DOC’s implementing regulations at 15 C.F.R. Part 4 set forth the rules and procedures to make requested material, information, and records publicly available. Unless prohibited by law and to the extent permitted under FOIA, contents of applications submitted by applicants may be released in response to FOIA requests. In the event that an application contains information or data that the applicant deems to be confidential commercial information, that information should be identified,

bracketed, and marked as “Privileged, Confidential, Commercial or Financial Information.” Based on these markings, the confidentiality of the contents of those pages will be protected to the extent permitted by law.

B. Past Performance and Non-Compliance with Award Provisions

Unsatisfactory performance under prior Federal awards may result in an application not being considered for funding. Failure to comply with any or all of the provisions of an award may have a negative impact on future funding by the DOC (or any of its operating units) may be considered grounds for any or all of the following actions: (1) establishing an account receivable; (2) withholding payments to the recipient under any DOC award(s); (3) changing the method of payment from advance to reimbursement only; (4) imposing other special award conditions; (5) suspending any active DOC award(s); and (6) terminating any active DOC award(s).

C. Restrictions Governing Making Grants to Corporations Convicted of Felony Criminal Violations and/or Unpaid Federal Tax Liabilities

In accordance with current Federal appropriations law, execution by an applicant of the Representation by Corporations Regarding an Unpaid Delinquent Tax Liability or a Felony Conviction Under Any Federal Law (see Appendix A) will be required in a format requested by EDA before any award will be made under this FFO.

D. Environmental and Historic Preservation Requirements

All applicants for EDA construction assistance (including design and engineering assistance) are required to provide adequate environmental information. Each application will be reviewed by EDA for compliance with the National Environmental Policy Act of 1969, as amended (NEPA). During the NEPA review process, applicants may be instructed to contact the designated State and/or Tribal Historic Preservation Officer (SHPO/THPO), provide approvals from other governmental agencies, or provide more detailed environmental information. EDA, after compliance with requirements for consultation with Federally recognized Indian Tribes, may require applicants to participate in Tribal consultation, as necessary. The implementing regulations of NEPA require EDA to provide public notice of the availability of project-specific environmental documents, such as environmental impact statements, environmental assessments, findings of no significant impact, and records of decision, to the affected public.¹³ For further

¹³ As specified in 40 C.F.R. § 1506.6(b).

guidance and information, please contact the applicable Regional Environmental Protection Specialist located in the appropriate EDA regional office as listed in Section VIII. of this FFO.

VIII. Agency Contacts

For questions concerning this solicitation, you may contact the appropriate regional office listed below. Before applying, it is recommended that you contact the applicable state point-of-contact which can be found on EDA's website at www.eda.gov/contact to discuss the potential project and the suitability of EDA funding.

Atlanta Regional Office

401 West Peachtree Street, NW
Suite 1820
Atlanta, GA 30308-3510

P: 404-730-3002
F: 404-730-3025

States Covered: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee

Austin Regional Office

903 San Jacinto
Suite 206
Austin, Texas 78701

P: 512-381-8144
F: 512-381-8177

States Covered: Arkansas, Louisiana, New Mexico, Oklahoma, Texas

Chicago Regional Office

230 South Dearborn Street
Suite 3280
Chicago, IL 60604-1512

P: 312-353-8143
F: 312-353-8575

States Covered: Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin

Denver Regional Office

1244 Speer Boulevard
Suite 431
Denver, CO 80204

P: 303-844-4715

F: 303-844-3968

States Covered: Colorado, Iowa, Kansas, Missouri, Montana, North Dakota, Nebraska, South Dakota, Utah, Wyoming

Philadelphia Regional Office

The Curtis Center
601 Walnut Street, Suite 140 South
Philadelphia, PA 19106-3323

P: 215-597-4603

F: 215-597-1063

States Covered: Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, Puerto Rico, Virgin Islands

Seattle Regional Office

915 Second Avenue
Room 1890
Seattle, WA 98174

P: 206-220-7660

F: 206-220-7669

States Covered: Alaska, Arizona, California, Hawaii, Idaho, Nevada, Oregon, Washington, American Samoa, Northern Mariana Islands, Guam, Federated States of Micronesia, Rep. of Marshall Islands, Rep. of Palau

IX. Instructions for Application Submission via Grants.gov

Register early and submit early. In order to submit an application through www.grants.gov ([Grants.gov](http://www.grants.gov)), an applicant must register for a Grants.gov user ID and password. Note that this process can take between three to five business days or as long as four weeks if all steps are not completed correctly. To avoid delays, EDA strongly recommends that applicants start this process as soon as possible before applying. Information about the Grants.gov registration process for organizations can be found at <http://www.grants.gov/web/grants/applicants/organization-registration.html>. Please note that organizations already registered with Grants.gov do not need to re-register; however, all registered organizations must keep their registration for System for Award Management (SAM), which includes the Central Contractor Registration (CCR) database, up-to-date through sam.gov or their applications will not be accepted by Grants.gov.

AOR requirement. Applicants must register as organizations, not as individuals. As part of the registration process, you will register at least one Authorized Organizational Representative (AOR) for your organization. AORs registered at Grants.gov are the only officials with the authority to submit applications at Grants.gov so please ensure that your organization's application is submitted by an AOR. If the application is submitted by anyone other than your organization's AOR, it will be rejected by the Grants.gov system and cannot be considered by EDA. Note that a given organization may designate multiple individuals as AORs for Grants.gov purposes.

Once an applicant is registered, the following list provides step-by-step instructions for accessing, completing and submitting an application via Grants.gov. Please also read the instructions posted at Grants.gov.

- a. Ensure that you have installed a compatible version of Adobe Acrobat Reader on your computer, as incompatible versions of Adobe Acrobat Reader may cause errors. See <http://www.grants.gov/web/grants/applicants/adobe-software-compatibility.html>. Navigate to www.grants.gov and select "Apply for Grants" from the Applicants menu.
- b. Select the link for "Download a Grant Application" package.
- c. Enter Funding Opportunity Number "EDA-HDQ-TA-HDQ-2016-2004759" and click "Search."
- d. Click on the "Select Application Package to Download" link under "Actions" for the instructions and application specific to the type of project and EDA program (Public Works or Economic Adjustment Assistance) under which you are applying.

- e. A new page should come up. On that page you may either enter your email address (in order to receive updates about this funding opportunity) or check the box that says “No, I do not wish to provide my email address.” Click “Submit.”
- f. Two new links will appear. Click on “Download Application Instructions” to review the instructions posted on Grants.gov and “Download Application Package” when you are ready to begin the application.
- g. Save the applicable application package to your computer or network drive. Note that the package file can be shared among multiple users; however, each user must have a compatible version of Adobe Acrobat Reader installed in order to save changes to the application package.
- h. The application package should pre-populate with all mandatory forms embedded.
- i. To add “Optional Documents” to the application, click on the checkboxes next to the form name on the first page of the application package. Form SF-LLL is required and must be completed if non-Federal funds have been or are planned to be used for lobbying in connection with this competitive solicitation. If you will be submitting your application via Grants.gov, also check the box next to “Attachments.” The Attachments form allows applicants to attach any documents required as attachments under this competitive solicitation, such as a CEDS or letters of support.
- j. Complete all mandatory fields (highlighted in yellow) on the forms. Note that mandatory fields will vary based on the type of applicant and the type of assistance sought. On Form CD-511, type “not awarded yet” in the “project number” field. Save the application package at regular intervals to avoid losing work.
- k. Attach any required attachments. The preferred file format for attachments is portable document format (PDF); however, EDA will accept electronic files in Microsoft Word, WordPerfect, or Excel formats. .
- l. When all mandatory fields have been completed, scroll to the top and click on “Check Package for Errors”.
- m. Click “Save”.
- n. Click “Save and Submit”. At this point the applicant’s AOR must be connected to the Internet and will be asked to enter their Grants.gov user id and password in order to submit via Grants.gov. As noted above, an AOR must submit the application for it to be validated by Grants.gov and received by EDA.

Field limitations and special characters. Please be advised that Grants.gov provides the following notice with respect to form field limitations and special characters:

Are there restrictions on file names for any attachment I include with my application package?

Please limit file names to 50 characters and do not use special characters (example: &,-,*,%,/,#) in attachment names and application form fields (including periods (.), blank spaces and accent marks) or attaching documents with the same name. An underscore (example:

my_Attached_File.pdf) may be used to separate a file name. Please note that if these guidelines are not followed, your application may be rejected.

What kind of information can be entered into form fields within my application?

Grants.gov application packages offer fields to enter a set amount of data. When the limit is reached for a certain field, you will no longer be able to enter data into that field. For every form, there are different limitations to the data that you are allowed to enter (this varies between agency and form). Refer to the agency instructions available for download with the application package for more detail.

Do not use special characters (example: &,-,*,%,/,#) within the application form fields including periods (.), blank spaces and accent marks; an underscore may be used. Please note that if these guidelines are not followed, your application may be rejected.

In EDA's experience, use of apostrophes (') in file names and fillable fields of required forms has resulted in application submission issues. Accordingly, please periodically check the status of your application to make sure it has been validated, and use file naming conventions that do not negatively affect your application submission.

If a response exceeds the field limit requirements of any form, including Form ED-900, the applicant is advised to include the response as an attachment to the application. The applicant should check the 'Attachments' box under 'Optional Documents for Submission' in the application package, and clearly indicate in the form field that the information is included as an electronic file.

Verify submission was successful. Applicants should save and print written proof of an electronic submission made at Grants.gov. Applicants can expect to receive multiple emails regarding the status of their submission. Since email communication can be unreliable, applicants must proactively check on the status of their application if they do not receive email notifications within a day of submission.

An applicant should expect to receive two initial emails from Grants.gov: the first will confirm receipt of the application, and the second will indicate that the application has either been successfully validated by the system before transmission to EDA or has been rejected due to errors. Applicants should be aware that it may take up to two business days after Grants.gov receives an application for applicants to receive email notification of an error. Applicants will receive a third email once EDA has retrieved their applications.

EDA requests that applicants kindly refrain from submitting multiple copies of the same application package. Applicants should save and print both the confirmation screen provided on

the Grants.gov website after the applicant has submitted an application, and the confirmation email sent by Grants.gov when the application has been successfully received and validated in the system. If an applicant receives an email from Grants.gov indicating that the application was received and subsequently validated, but does not receive an email from Grants.gov indicating that EDA has retrieved the application package within 72 hours of that email, the applicant may contact the applicable EDA representative listed in Section VIII. of this announcement to inquire if EDA is in receipt of the applicant's submission.

It is the applicant's responsibility to verify that its submission was timely received and validated successfully at Grants.gov. To see the date and time your application was received, log on to Grants.gov and click on the "Track My Application" link from the left-hand menu. For a successful submission, the application must be received and validated by Grants.gov, and an agency tracking number assigned. If your application has a status of "Received," it is awaiting validation by Grants.gov, and has not yet been received by EDA. Once validation is complete, the status will change to "Validated" or "Rejected with Errors." If the status is "Rejected with Errors," your application has not been received successfully. Some of the reasons Grants.gov may reject an application can be found at <http://www.grants.gov/web/grants/applicants/encountering-error-messages.html>.

Applicants should access the following link for assistance in navigating Grants.gov and for a list of useful resources: <http://www.grants.gov/web/grants/support.html> The following link lists frequently asked questions (FAQs): <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If you do not find an answer to your question under the "Applicant FAQs," try consulting the "Applicant User Guide" or contacting Grants.gov by email at support@grants.gov or telephone at 1-800-518-4726. The Grants.gov Contact Center is open 24 hours a day, seven days a week.

Appendix A. Certifications Regarding Federal Felony and Federal Criminal Tax Convictions, Unpaid Federal Tax Assessments and Delinquent Federal Tax Returns

Current appropriation law contains certain funding prohibitions and certification requirements applicable to financial assistance awards issued with appropriated funds. Based on these requirements, the Department of Commerce requires the following certifications from prospective financial assistance award recipients (also referred to below as applicants):

PART I-Certifications from Corporations

None of the appropriated funds made available by relevant appropriations Acts may be used to issue a financial assistance award to any corporation that:

(a) Was convicted of a felony criminal violation under any Federal law within the preceding 24 months, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that this further action is not necessary to protect the interests of the Government; and/or

(b) Has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that this further action is not necessary to protect the interests of the Government.

For purposes of the below certification, a corporation is defined as an entity that has filed articles of incorporation in one of the fifty states, the District of Columbia, or the various territories of the United States including American Samoa, Federated States of Micronesia, Guam, Midway Islands, Northern Mariana Islands, Puerto Rico, Republic of Palau, Republic of the Marshall Islands, and the U.S. Virgin Islands. (Note that this includes both for-profit and non-profit organizations.)

The below certification is required for all new financial assistance awards, and for all amendments to existing financial assistance awards, that are made to corporations (as defined above) and that are funded with appropriated funds made available to the Department of Commerce pursuant to relevant appropriations Acts. This certification is further required to the extent that other appropriation Acts contain the same or substantively similar prohibitions against the issuance of financial assistance awards to certain corporations.

Instructions: All recipients that are corporations (as defined above) must complete paragraphs (1) and (2) below, which must be signed below by an authorized representative of the corporation. Recipients that are not corporations are not required to complete this representation.

(1) _____ [insert name of corporation] certifies that it is ☐ is not ☐ (check one) a corporation that was convicted of a felony criminal violation under a Federal law within the 24 months preceding the signature date of this Representation.

(2) _____ [insert name of corporation] certifies that it is ☐ is not ☐ (check one) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreements with the authority responsible for collecting the tax liability.

By: _____
[Typed name and title of the signing individual]

[Typed phone number of the signing individual]

[Typed email address of the signing individual]

Date: _____

PART II-Certifications for Awards Over \$5 Million

For financial assistance awards in excess of \$5 million, Commerce must obtain written certification from all recipients that:

(a) To the best of its knowledge and belief, the recipient has filed all Federal tax returns required during the three years preceding the certification;

(b) The recipient has not been convicted of a criminal offense under the Internal Revenue Code of 1986; and/or

(c) The recipient has not, more than 90 days prior to certification, been notified of any unpaid Federal tax assessment for which the liability remains unsatisfied, unless the assessment is the subject of an installment agreement or offer in compromise that has been approved by the Internal Revenue Service and is not in default, or the assessment is the subject of a non-frivolous administrative or judicial proceeding.

The below certification is required from all recipients receiving financial assistance awards in excess of \$5 million and funded with applicable appropriations. This certification is

further required to the extent that other appropriation acts contain the same or substantively similar prohibitions against the issuance of financial assistance to certain recipients of financial assistance awards in excess of \$5 million.

Instructions: All applicants receiving financial assistance awards in excess of \$5 million and funded with applicable appropriations must complete paragraphs (1), (2) and (3) below, which must be signed below by an authorized representative of the applicant.

(1) _____ [insert name of corporation] certifies that it has ☐ has not ☐ (check one) filed all Federal tax returns required during the three years preceding this certification;

(2) _____ [insert name of corporation] certifies that it has ☐ has not ☐ (check one) been convicted of a criminal offense under the Internal Revenue Code of 1986, as amended; and/or

(3) _____ [insert name of corporation] certifies that it has ☐ has not ☐ (check one) been notified, more than 90 days prior to this certification, of any Federal tax assessment for which liability remains unsatisfied, unless the assessment is the subject of an installment agreement or offer in compromise that has been approved by the Internal Revenue Service and is not in default, or the assessment is the subject of a non-frivolous administrative or judicial proceeding.

By: _____
[Typed name and title of the signing individual]

[Typed phone number of the signing individual]

[Typed email address of the signing individual]

Date: _____



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 10/09/2017

Subject: RECEIVE update on the proposed Marsh Creek Corridor Multi-Use Trail Study.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: Robert Sarmiento, DCD

Contact: Robert Sarmiento
(925)674-7822

Referral History:

N/A

Referral Update:

Background

Currently, Marsh Creek Road is a popular commute and recreational route for bicyclists traveling to and from Central County and East County, in spite of the lack of bicycle facilities. In 2015 and 2016, Public Works Department (PWD) and Department of Conservation and Development (DCD) staff initiated exploration of the general concept of a multi-use non-motorized trail along the Marsh Creek Corridor. The proposed trail would run from an existing Class II bicycle facility in Clayton to the Round Valley Regional Preserve, where it would connect to a proposed extension of the existing Marsh Creek Trail. Completion of the multi-use trail along the Marsh Creek Corridor would result in one continuous non-motorized facility from Concord to the Delta Shoreline (Exhibit A).

On April 12, 2016, the Board of Supervisors adopted a resolution supporting further exploration of the concept, the development of a budget and a scope-of-work for a feasibility study, and the identification and securing of funds for the project (Exhibit B). PWD and DCD staff, the District 3 and 4 Supervisor and their staffs, and other proponents have regularly held meetings to discuss the concept.

Update

PWD and DCD staff have developed a scope-of-work for the feasibility study (Exhibit C). The scope-of-work includes a number of tasks to be completed, including data collection, public outreach, identification and analysis of alternatives, and ultimately, a feasibility study.

The estimated cost for the feasibility study is \$500,000. So far, the following funding sources and amounts have been secured:

- District 3 (from its Livable Communities Trust Fund)- \$250,000
- East Contra Costa Habitat Conservancy- \$25,000
- Public Works Department- \$25,000

Staff is working on identifying and securing the remaining \$200,000. Staff also may consider revising the scope-of-work or phasing the feasibility study so that the study can be undertaken with the existing secured funds.

The next step is for DCD staff to develop a request for proposal (RFP) and then release the RFP to solicit responses from prospective consultants to conduct the feasibility study.

Recommendation(s)/Next Step(s):

RECEIVE update on the proposed Marsh Creek Corridor Multi-Use Trail Study, and DIRECT staff as appropriate.

Fiscal Impact (if any):

There is no impact to the County's General Fund. There are a number of sources, including the District 3 Livable Communities Trust Fund, Public Works Department, and the East Contra Costa Habitat Conservancy, that will fund the feasibility study. Staff time dedicated to this effort is within the existing Departmental workplans and budgets.

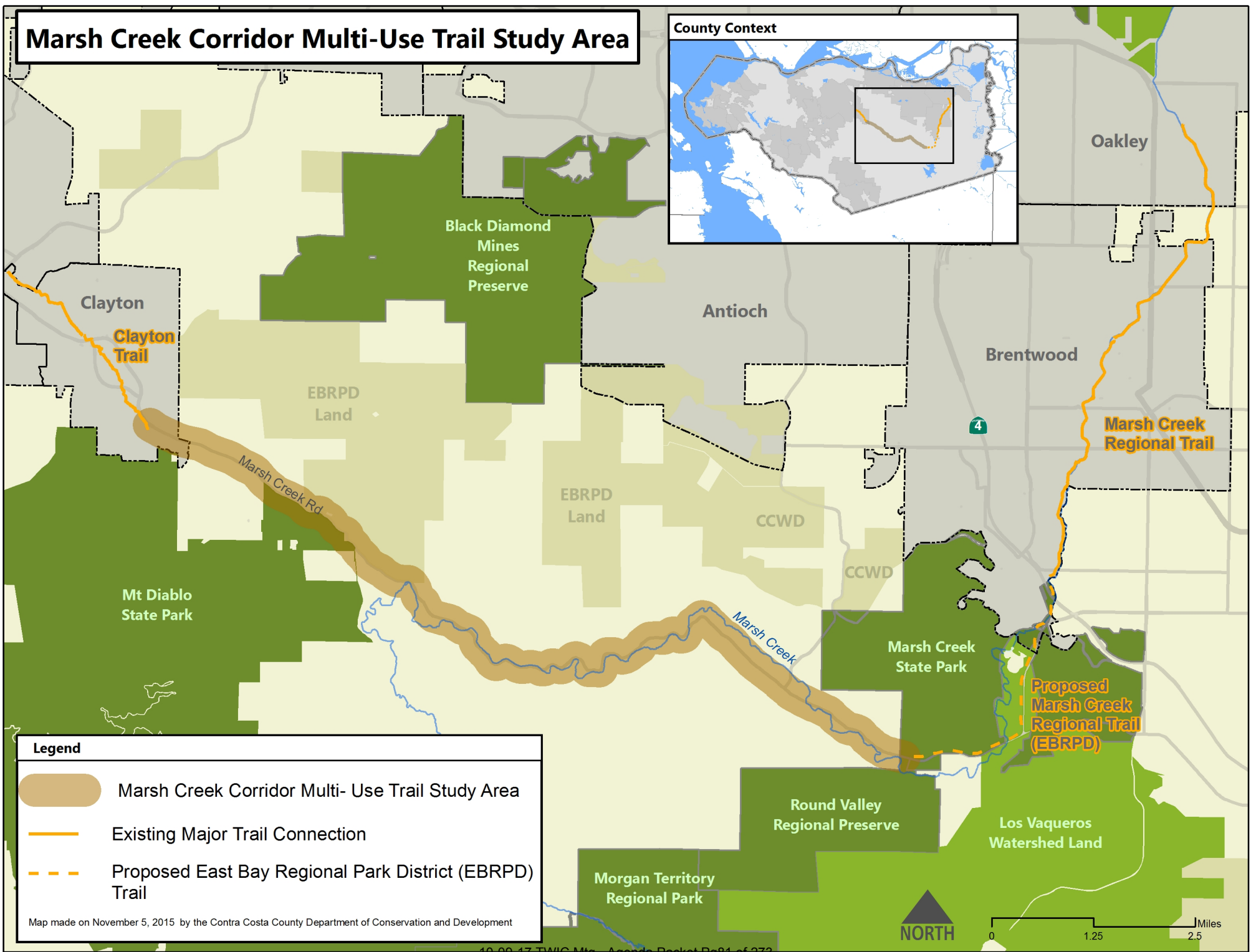
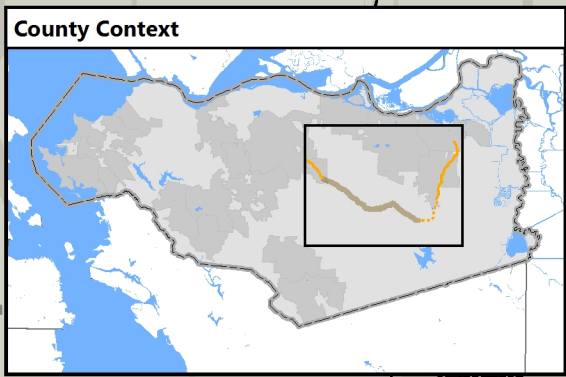
Attachments

Exhibit A - Marsh Creek Corridor Multi-Use Trail Map

Exhibit B - Marsh Creek Corridor Multi-Use Trail Resolution

Exhibit C - Marsh Creek Corridor Multi-Use Trail Scope of Work - Draft

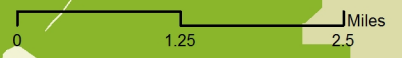
Marsh Creek Corridor Multi-Use Trail Study Area



Legend

- Marsh Creek Corridor Multi- Use Trail Study Area
- Existing Major Trail Connection
- Proposed East Bay Regional Park District (EBRPD) Trail

Map made on November 5, 2015 by the Contra Costa County Department of Conservation and Development



THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 04/12/2016 by the following vote:

AYE: ☒ 5 **John Gioia**
Candace Andersen
Mary N. Piepho
Karen Mitchoff
Federal D. Glover

NO: ☐

ABSENT: ☐

ABSTAIN: ☐

RECUSE: ☐



Resolution No. 2016/326

RESOLUTION OF THE CONTRA COSTA COUNTY BOARD OF SUPERVISORS SUPPORTING THE CONCEPT OF A MARSH CREEK CORRIDOR MULTI-USE TRAIL THAT CONNECTS THE DELTA TO MOUNT DIABLO AND NEIGHBORING COMMUNITIES

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or a dedicated lane; and

WHEREAS, Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into Concord and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood, leaving a gap between that terminus and trails in the City of Clayton; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta; and

WHEREAS, improved access to separated trails, of the type proposed, are consistently shown to substantially increase use of non-motorized modes of travel relative to facilities in the shared roadway; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED that the CONTRA COSTA COUNTY BOARD OF SUPERVISORS will support exploration of the concept of the Marsh Creek Corridor Multi-Use Trail, and will support efforts to identify and secure funding for this project, including study and potential implementation, in local, state, and federal transportation, recreation, park and open space funding efforts.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: April 12, 2016

David J. Twa, County Administrator and Clerk of the Board of Supervisors

Contact: John Cunningham (925) 674-7833

10-09-17 TWIC Mtg - Agenda Packet Pg 82 of 273

By: Steven M. David, Deputy

Marsh Creek Trail Project Scope of Work for Feasibility Study

Background

Marsh Creek Road is a major thoroughfare that connects Central County and East County. Currently, a significant number of bicycle trips ~~(do we have data on this?)~~ take place on Marsh Creek Road, in spite of the lack of bicycle ~~facilities~~ ~~paths~~. Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network. In East County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of Brentwood. The East Bay Regional Park District plans to extend the Marsh Creek Trail from the Brentwood city limits along Marsh Creek Road to the Round Valley Regional Reserve.

The proposed Marsh Creek multi-use trail would create a new major non-motorized east-west thoroughfare for expanded commuting or recreational opportunities. It would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo, Round Valley Regional Reserve, and the existing Marsh Creek Trail through Brentwood and Oakley. The purpose of the path would be to provide a safe, useful and enjoyable transportation corridor for various forms of non-motorized travel, including pedestrian, equestrian and bicycle users (including serious bicycle enthusiasts), and the trail is proposed to be sized and designed to encourage use by these various sectors. Once this path and adjacent paths are completed, there will be one continuous non-motorized path from Downtown Concord to Oakley. The trail could possibly be located on the opposite side of the creek from the road, immediately adjacent to the road itself or some distance from the creek or the road in constrained areas. Construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County [Habitat Conservation Plan](#)/[Natural Community Conservation Planning](#) ~~(expand acronym?)~~, and be ~~planned, designed and~~ constructed in a sensitive manner that reflects ~~and respects~~ the scenic, ~~agricultural~~, and natural resources of the area.

The following work plan provides a detailed description of the activities that the consultant design team will perform to complete the Marsh Creek Trail project. This work plan reflects our best estimate for completing the tasks outlined by the Stakeholder Team (Contra Costa County, City of Clayton, City of Brentwood, City of Oakley, [City of Pittsburg](#), City of Antioch, East Bay Regional Park District, Save Mt. Diablo, State Parks, East Contra Costa Habitat Conservancy) and to advance the design of a preferred alternative. The work plan below ensures the level of effort required to reach consensus on a preferred alternative and to develop a physical project definition.

Project Objectives

- Provide a non-motorized multi-modal trail connecting the terminus of the Marsh Creek Trail in the City Brentwood to the trail system in the City of Clayton with connections to Round Valley Regional Park, other State Park and Save Mt. Diablo parcels along the Marsh Creek Corridor, and Morgan Territory Road.
- The preferred trail would be separated from the Marsh Creek Road and located adjacent to Marsh Creek where feasible.
- Trail alignment should minimize impacts to private property and retain privacy for residences ~~to the extent possible (without a qualifier "retain privacy" might be an impossible bar to meet)~~.

- ~~The Trail~~ would be for ~~bicycle~~~~bicyclist~~~~bicycle~~, pedestrians, and equestrians (or other non-motorized travel).
- Trail design should consider the trail being used for a commute alternative between East and Central Contra Costa County and for recreational purposes.
- Trail design should reflect the rural nature of the corridor and use materials to blend in with surrounding features (i.e. retaining walls should be sculptured concrete to look like rock or wood)
- Consultant should develop design theme for trail (do we want consistency w/EB Parks signage/graphics/etc?)
- Trail design features should include interpretive panels that discuss the history and unique features of the corridor.
- Trail should include directional signing for parks, cities, historical sites, connecting trails, etc.
- Due to the length of the trail, consider water stations and restroom facilities, using existing park lands and staging areas where feasible.
- Allow on-leash pets on trail where feasible on-leash
- Provide picnic areas, ~~and~~ destination spots, and benches or rest stops along the facility-way
- Sensitive to habitat
- ~~Benches~~ (included above)
- Connections to publically accessible Habitat Conservation Plan, Save Mt. Diablo, East Bay Regional Parks, and State Parks ~~parcels~~~~facilities~~~~parcels~~
- Try to keep the trail focused in the Marsh Creek Road corridor
- Consider safety of users (cell service/call boxes)
- ADA accessible
- Coordinate with restoration efforts for Marsh Creek
- Consider facility design to accommodate the serious commute cyclists
- Tie the trail into the EBRPD Class I Network
- Incorporate green design elements, sustainable design elements
- Consider wildlife crossings that would allow passage for wildlife between key conservation parcels and possible trail connection over road
- Marsh Creek Big Bend property could be a potential staging area and connection to a north-south land conservation band

Work Plan

Task 1: Project Management

Task 1.1: Project Initiation Activities

The Consultant team will coordinate with the Stakeholder Team's project manager ~~and~~ to finalize the project work plan, schedule, task budgets, deliverables, project milestones, and meeting schedules. The Consultant team will initiate startup activities, including scheduling a kick-off meeting, affirming the project goals and objectives, confirming the ~~extents~~ of the study area, and identifying key stakeholders to begin the outreach process.

Task 1.2: Meetings

Consultant Team will attend regular coordination meetings either in-person or via conference call. Consultant Team will budget time for up to ten (10) in-person project team meetings with Stakeholder Team staff. We anticipate that sub-consultants will attend the kick-off meeting and up to two additional project team meetings throughout the process to develop the feasibility study. The project team meetings in Task 1 do not include the public outreach and stakeholder meetings and workshops. These are scoped separately in [Task 5Task 3](#).^[JF1]

Task 1.3: Project Management Support

Consultant Team will lead the project management. Consultant Team will also assist the Stakeholder Team's project manager in coordinating with Cities, State Parks, EBRPD, residents, other state and regional agencies, local [stakeholders, and stakeholders, and](#) bicycle/pedestrian/equestrian advocacy organizations, environmental groups and utility providers.

Deliverables:

1. A detailed work plan schedule with deliverables and key team meeting dates
2. A "fact sheet" that articulates the project goals, objectives, [schedule](#) and study area. The fact sheet will include a map showing the study area with major landmarks shown. The fact sheet will be made available to stakeholders and the public.

Task 2: Data Collection and Base Mapping

Task 2.1: Review Available Plans and Data

Consultant will obtain and review information on existing conditions, relevant transportation and bicycle/pedestrian/equestrian plans and policies, [emerging best practices \(w/examples of implementation\)](#), design standards, regulatory requirements, and unique opportunities and constraints. This task will include coordination with Stakeholder Team staff to seek information on existing infrastructure and design standards and to confirm engineering input and drawings required to support the project submissions. Information sought may be in the form of as-built drawings, right-of-way drawings, parcel maps, GIS data, [usage data \(traffic counts, Strava Metro or the like\)](#) or reports.

Task 2.2: Utility Coordination

Consultant Team will coordinate with utility providers ([PG&E, EBMUD, etc.](#)) early during the design process to understand the potential for impacting utility infrastructure along the corridor. Project costs can be significantly impacted by planned or unplanned utility relocations if the existing utilities are not considered fully during the early design stages. We believe it is vitally important to understand the potential design constraints as early as possible during the design process.

Consultant Team will also identify and map the location of water, wastewater, electrical, and phone utilities to be used for locating trail facilities such as restrooms, call boxes, drinking fountains, safety lighting, etc.

Task 2.3: Aerial Survey

Consultant will contract with a surveying firm to obtain an aerial photogrammetric map of the corridor, which will be used to develop a topographic base map. Consultant will obtain natural color, vertical,

stereo aerial photography of the project area compliant with Cal-Trans mapping standards. ~~using a precision, calibrated, cartographic camera equipped with a six-inch focal length lens and forward motion compensation. The photography will be taken at an altitude of 1,000 feet above the mean elevation of the terrain.~~

Task 2.4: Base Mapping

From the aerial imagery, Consultant will compile a digital planimetric map at a scale of 1" = 40' for the project area (minimum width of 500 feet each side of existing road center-line). ~~with one-foot contours.~~ The aerial mapping will be done in the California Coordinate System of 1983 State Plan 4 (NAD83 CCS83, epoch 2011 or later, Zone 3) ~~and based on NSRS published stations: DE8492, AA3809 and HS3604.~~ with a vertical datum of NAVD88. Break-lines and spot elevations will be digitized to create a digital terrain model (DTM). Contours at a one-foot interval will be generated from the DTM. Planimetric features—such as buildings, roads, fences, vegetation, trees, and the like—will also be generated.

The County will provide a Microstation file containing the assessor's parcel lines for the project study area. For the project alternatives, the right-of-way lines will need to be resolved. Consultant will coordinate with the County Surveyor on these efforts. Consultant will also compile GIS data and develop mapping and visualization templates for the project.

Task 2.5: Intersections and Access Points

Consultant will identify and map existing road crossings, public lands, parks, driveways, etc. Inventory access points located within the corridor for possible vehicular, pedestrian, bicycle, and equestrian access to and through the corridor.

Task 2.6: Natural Inventory

Consultant will identify and map adjacent or intersecting streams, significant natural features (creeks, ponds, rock outcroppings, wetlands, floodplains, etc.), and existing vegetation and wildlife analysis (identify any species of concern or sensitive habitat areas in the project area and/or the existence of aggressive, weedy species/major invasive plants). (How detailed does this need to be and for what purpose? Is this a "fatal flaw" analysis? This seems like it could be a very expensive task and I would like to scale it back to just the minimum of what we need.)

Task 2.7: Environmental Concerns

Based on preliminary assessments, Consultant will determine the need for environmental assessment studies relative to toxic waste disposal or other environmental hazards.

Task 2.8: Physical Inventory and Assessment of the Right of Way

Consultant will prepare detailed mapping of the proposed trail corridor alignment at an appropriate scale. Consultant will perform office and field research to delineate major areas of concern. Consultant will prepare a physiographic analysis that shows the following:

- The length, dimensions and right of way boundaries
- Steep slopes
- Topography

- The composition of soils
- Surrounding land use and ownership (public, private, etc)
- Erosion and drainage problems along the possible trail alignments

Deliverables:

1. Flight plan/photo control plan
2. Black & white contact prints of the aerial photography
3. Orthophotography, resolution 0.25'
4. Analytical aero-triangulation report
5. Copies of all field notes.
6. Electronic transmittal of points (Excel or ASCII in PNEZD or Pt No., Northing, Easting, Elevation, Description format)
7. 3D CADD file of planimetric features and contours, preferably DGN format, using County seed file and level structure
8. Inroads DTM file of terrain model
9. Survey control report by a licensed Land Surveyor summarizing the field procedures used to establish the control and stating the accuracy and confidence level of those points .
10. Durable control point pairs set for use in supplemental surveys; number of pairs not to exceed 20 pairs. These control point values and all flight target points are to comply with current Caltrans standards (Survey Manual Chapter 5) for positional accuracy and elevation.
- 1.11. ~~Aerial survey and base map~~
- 2.12. Engineering Existing Conditions memorandum (right-of-way constraints, environmentally sensitive areas, grading, utilities, etc.)

Task 3: Public Outreach

Consultant will lead the organization and scheduling of all public outreach activities with Stakeholder Team staff and local stakeholder and community groups, with support from sub-consultants to prepare materials and staff the meetings. We have included in this scope a total of ten (10) (That is a lot of meetings. Do we need 10? I'm guessing we would want meetings duplicated at each end of the corridor? 2 project launch meetings, 2 study mid-point meetings, 2 draft final, 2 final recommendations presentation...that is eight so rounding up to 10 seems reasonable. Just thinking aloud here...) ~~We have included in this scope a total of ten (10)~~ outreach meetings, which would include a combination of stakeholder meetings and community workshops.

Task 3.1 Stakeholder Meetings and Community Workshops

For the ten outreach meetings, we-Consultant will coordinate with Stakeholder Team staff to identify the appropriate stakeholders and the schedule of the meetings throughout the project schedule. We will utilize scheduled meetings with the City of Clayton and Brentwood and the regional planning

committees of CCTA, TRANSPLAN and TRANSPAC, to communicate with both stakeholders and the public in a cost-effective way. We will schedule the majority of the stakeholder meetings early in the process to better understand the opportunities and constraints along the corridor. The stakeholder meetings could include (but are not limited to) the following: Contra Costa County, City of Clayton, City of Brentwood, City of Antioch, [City of Pittsburg](#), City of Oakley, East Bay Regional Park District, State Parks; bicycle and pedestrian advocacy groups [and clubs](#) such as Bike East Bay, [Delta Pedalers, etc](#); Environmental groups such as Save Mt. Diablo and the East Contra Costa Habitat Conservancy; Emergency Services including CalFire.

The community workshop would be held after the initial alternatives are developed in Task 5.

Task 3.2: Other Outreach

The Consultant Team will develop four fact sheets, announcements, or update for the Stakeholder Team website at key points throughout the project.

Task 4: Transportation Analysis

Consultant will conduct a multi-modal transportation analysis for the study corridor that will focus on traffic operations, safety, and bicycle, pedestrian and equestrian conditions. Consultant will structure the transportation analysis so that it can easily be adapted for any level of environmental analysis pursuant to the California Environmental Quality Act (CEQA) in later stages of the project. The transportation analysis will develop along with various stages of the project

Task 4.1: Traffic Data Collection

Consultant will contract with a data collection firm to collect peak period intersection counts for two periods on one mid-week day (Tuesday, Wednesday, or Thursday) and hourly machine tube counts with vehicle classifications (using FHWA's standard class types) for one seven day period to understand hourly volume profiles. We will coordinate with County staff to identify the peak periods for the intersection counts and to include the turning movement ~~counts, counts~~, vehicle classifications and pedestrian/bicycle flows. We anticipate the counts will occur during the morning (7-9 AM) and evening (4-6 PM) peak periods. [\(is this for just auto traffic or bike as well? If it is to include bike traffic we should talk about how the data will be used\)](#) [Data collection should occur when local schools are in session.](#)

Task 4.2: Transportation Assessment

Consultant will complete a multimodal analysis of the corridor. Consultant will review land use plans and planned or proposed projects in the vicinity of the study area. Consultant will develop traffic forecasts [\(will these forecasts include bike/ped or just vehicular?\)](#) for the study area using the latest version of the CCTA regional travel demand model and information from the land use plans and pending projects. The analysis will include the following:

- A summary of the overall transportation context and how Marsh Creek Road functions between Clayton and Brentwood.
- Bicycle, Pedestrian and Equestrian assessment: these modes will be addressed by performing an inventory of existing facilities and documenting the following: the location of bike lanes, sidewalks, trails, crosswalks and push buttons and the width and condition of bike lanes, [trails](#)

trails, and sidewalks; identify if there are gaps in the network; identify other impediments to cycling, horseback riding, and walking.

- Accident^[UF2] analysis: Consultant will download ten years of vehicle incident records from the Statewide Integrated Traffic Records System (SWITRS) that is maintained by the California Highway Patrol (CHP). Consultant will plot the accident history, calculate accident rates, and compare them to comparable state highways. The accident history plot should have accidents categorized by modes of travel (bicycle, pedestrian, equestrian, and vehicle)
- During the alternatives evaluation in Tasks 4 and 6, we will update the transportation analysis to reflect how any physical changes to Marsh Creek Road will affect vehicle traffic and safety.

The transportation analysis will first address existing and Future Year “No Build” conditions, to set a baseline for the alternatives analysis. Consultant will update the transportation analysis as the project progresses from the alternatives analysis through the selection of a preferred alternative.

Deliverables:

1. Transportation Analysis memorandum for existing and Future Year “No Build” conditions. This memorandum will focus on traffic operations along Marsh Creek Road.
2. The Transportation Analysis memorandum will be updated to reflect the alternatives that are developed in the following tasks.

Task 5: Alternatives Development

Task 5.1: Develop Project Alternative Concepts

Consultant will lead the development of up to three project alternatives consistent with the project objectives defined at the beginning of this document. The desire is to have the trail alignment stay generally in the Marsh Creek Road Corridor. However, if necessary, the trail alignment may need to deviate from the immediate vicinity of the road to avoid cost and alignment constraints. The alternatives will consist of a range of configurations, likely to include the following, but are not limited to:

- Separated Class I facility
- Class IV Bikeway
- Combination of a Class I facility adjacent to Marsh Creek Road and separated from the road
- Combination of a Class I facility and Class II facility where constraints dictate.

We will divide the corridor into segments to address site specific constraints and design issues. We anticipate using the following segments:

1. **City of Clayton to Morgan Territory Road**
2. **Terminus^[UF3] of Marsh Creek Trail in Brentwood to Round Valley Park Entrance**
3. **Round Valley Park to Morgan Territory Road**

Task 5.2: Conceptual Plans of Alternatives

Based on the early stakeholder outreach, the consultant team will refine the three alternatives and host an internal design charrette with Stakeholder Team. The Consultant team will use this input to develop high-level conceptual plans for the three alternatives. The conceptual plans will reflect engineering design standards and basic right-of-way constraints, but will not represent detailed design. The

alternatives will be shown in plan-view and will feature cross-sections at key locations along the corridor. Consultant will explore the possibility of incorporating the alternative designs into a 3D view or a [kmz file](#) for importing into Google Earth.

The alternative concepts should identify:

- Trail design that safely accommodates target user groups (this will include the recreational cyclist, do we also want to attract serious cyclists? Is that even a goal? We should discuss, I would hate to invest in the facility only to have the hardcores stay on the roadway...might be unavoidable though).
- Proposed location of trailheads and related facilities (restrooms, water, emergency telephone, lighting, parking, maintenance, etc.)
- Areas for trail barriers and emergency access
- Areas needing natural buffers and/or screening
- Proposed linkages to parks and other trail systems or areas of interest
- Possible [handicap-ADA](#) access and required facilities
- Identify and prepare conceptual design for facilities required to restrict use of the trail (Is this to limit motor vehicles?)
- Identify auxiliary facilities necessary to operate the trail and provide conceptual designs for these areas such as rest areas, parking facilities, fencing or buffer systems, drainage systems, emergency vehicle access, facilities that met the needs of persons with disabilities
- Design to separate trail users operating at different speeds.

Task 5.3: Develop Presentation Materials for Public Outreach

Consultant will lead the development of public outreach materials for stakeholder and community workshops.

Deliverables:

1. Three alternative project concepts
2. Conceptual plans for three alternatives
3. Presentation materials for public outreach

Task 6: Alternatives Analysis

Task 6.1: Detailed Alternatives Evaluation and Selection of a Preferred Alternative

Consultant will utilize a multi-criteria evaluation matrix to assess the three alternatives developed in Task 5. The matrix will consider a range of quantitative and qualitative performance measures including: the user benefits for cyclists, pedestrians, and equestrians, potential traffic impacts, the effect on access and safety for all travel modes, right-of-way impacts, utility impacts, constructability, potential environmental impacts, and cost. Consultant will update the Transportation Analysis memorandum. Consultant will also develop planning level cost estimates for each alternative to use in the evaluation. Environmental review will provide a high-level review of potential environmental “red flags” for the evaluation matrix.

Based on the detailed alternatives analysis and the preliminary cost estimates, the Stakeholder Team and the Consultant will recommend a preferred alternative to advance to detailed design. (should the consultant also identify project phasing?)

Task 6.2: Preliminary Environmental Assessment

Environmental Consultant will perform a preliminary environmental assessment of the preferred alternative to identify potential areas of focus under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This preliminary assessment will consider the appropriate environmental documents (i.e., Mitigated Negative Declaration or Environmental Impact Report) and the environmental analyses that will need to be completed within the corridor during the next phase of the project.

Deliverables:

1. Detailed Alternatives Evaluation Matrix memorandum
2. Preliminary Environmental Assessment memorandum

Task 7: Feasibility Report

Consultant will prepare a draft feasibility report that will incorporate all of the findings of the study through the alternatives analysis. We will submit the report to the Stakeholder Team staff for review and comment. Based on the comments received, Consultant will revise the report and submit a final version. Consultant will respond to comments and make any necessary revisions before submitting the final report.

Deliverables:

1. Final Feasibility Study



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 10/09/2017

Subject: RECEIVE status report on the Lower Walnut Creek Restoration Project.

Submitted For: Brian M. Balbas, Interim Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 7

Referral Name: Monitor creek and watershed issues and seek funding for improvement projects related to these issues.

Presenter: Paul R. Detjens, CCC Flood Control &
Water Conservation District

Contact: Paul R. Detjens
(925)313-2394

Referral History:

The Lower Walnut Creek Restoration Project encompasses the lowest four miles of Walnut Creek and Pacheco Creek. This reach was constructed by the Corps of Engineers in the 1960s and it has been plagued with excessive sediment deposition since its construction. The Contra Costa County Flood Control and Water Conservation District (District) worked with the Corps for ten years on a joint project to solve this problem, but that project stalled when federal funding was exhausted.

The District then contemplated removing the lowest four miles from the Corps' system using a concept called "selective deauthorization." The Transportation, Water & Infrastructure Committee (TWIC) learned about selective deauthorization on December 6, 2012, and referred the matter for the Board's consideration on January, 15, 2013. The TWIC heard this item again on June 25, 2013. With help from Congressman Mike Thompson, language deauthorizing this portion of Walnut Creek was included in the 2014 Water Resources Reform and Development Act that was signed by then President Obama on June 10, 2014.

Since that time, the District has conducted a transparent and inclusive, community-based planning process, resulting in a preferred restoration alternative that proposes to restore over 100 acres of tidal marsh.

The Board received a status update on February 14, 2017, including the announcement of receipt of a \$537,000 California Department of Fish and Wildlife (CDFW) Proposition 1 Grant.

On May 9, 2017, the Board approved the application for \$1.5 million in Environmental Protection Agency (EPA) San Francisco Bay Water Quality Improvement Fund grant funds.

On August 15, 2017, the Board approved the CDFW grant agreement and accepted the \$537,000 CDFW grant.

Referral Update:

Currently, the District is nearing completion of the planning phase of work, and later this fall, will embark on the next phase of work that includes California Environmental Quality Act (CEQA) compliance, regulatory permitting, and design of the preferred restoration alternative.

This next phase of work is anticipated to take approximately 24 months to complete and will result in a “shovel-ready” project that is ready to advertise for construction and also potentially eligible for grant funding for project implementation.

The estimated cost of the CEQA, permitting, and design work is \$1.1 million. The CDFW has committed \$537,000 in Proposition 1 funding to assist in this work.

The U.S. EPA has granted the project \$1.5 million of their San Francisco Bay Water Quality Improvement funds to assist in vegetation management, design, and partial implementation of restoration work in the South Reach of the project. The District is excited to have attracted over \$2 million in state and federal funding to the project so far.

The District is working closely with a number of stakeholders to refine the restoration concept. Two stakeholders are worthy of recognition:

- The East Bay Regional Park District (EBRPD) is planning on constructing a six-mile extension of the popular Iron Horse Trail through the Lower Walnut Creek restoration site. Levee modifications as part of the Lower Walnut Creek Restoration project are needed before EBRPD can construct their trail extension.
- The John Muir Land Trust is planning on constructing an extensive trail network with bird-watching stations, benches, and interpretive signage at Pacheco Marsh (also known as the North Reach of the Lower Walnut Creek Restoration project).

The District is working closely with both of these stakeholders/partners to deliver a project that balances habitat restoration and enhanced public access.

At the TWIC meeting, District staff will present a short PowerPoint slide show highlighting the project restoration features.

Recommendation(s)/Next Step(s):

RECEIVE a status report on the Lower Walnut Creek Restoration Project, and DIRECT staff as appropriate.

Fiscal Impact (if any):

The Lower Walnut Creek Restoration Project is funded by a combination of Flood Control Zone 3B ad-valorem tax funds and state and federal grants.

Attachments

LWC PowerPoint

Lower Walnut Creek Restoration



TWIC Update Report
October 9, 2017

10-09-17 TWIC Mtg - Agenda Packet Pg94 of 273

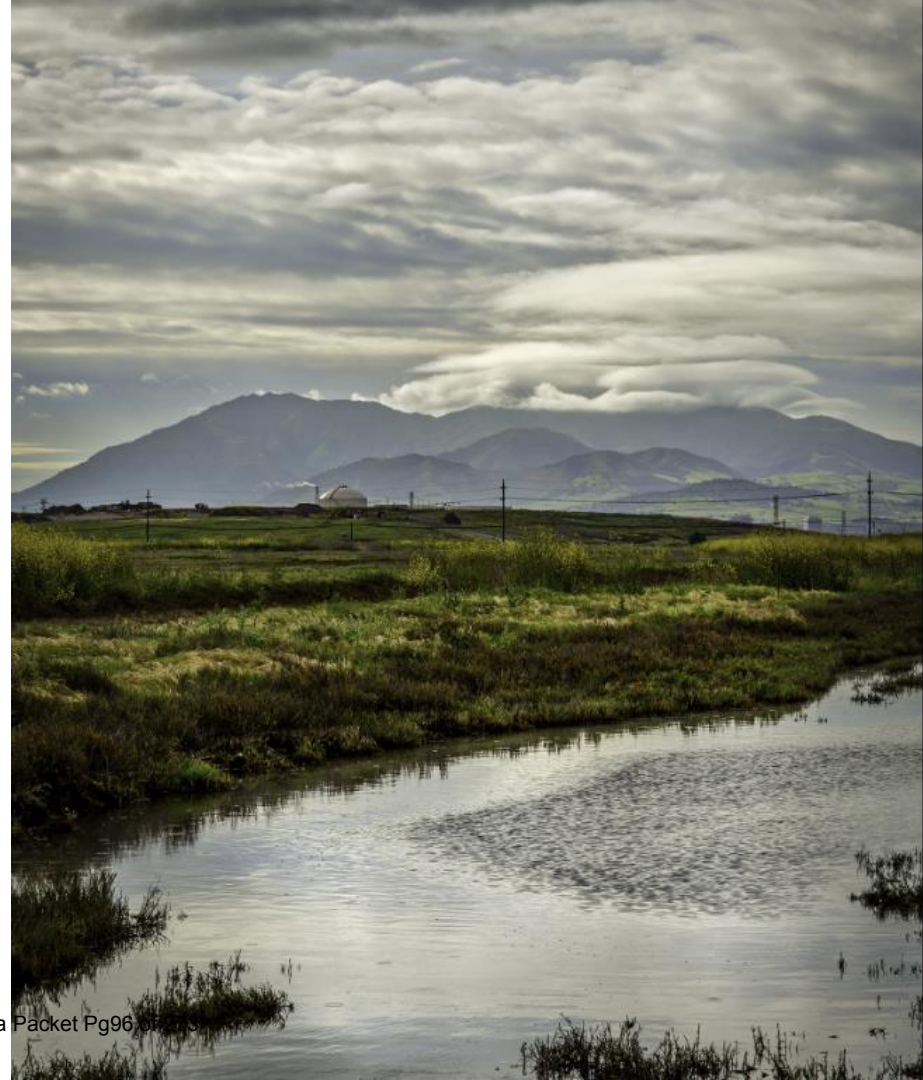


Contra Costa County
Flood Control
& Water Conservation District



Project Goals

...to restore and enhance habitat in Lower Walnut Creek and to provide sustainable flood management, while allowing opportunities for public access and recreation.



Lower Walnut Creek Restoration

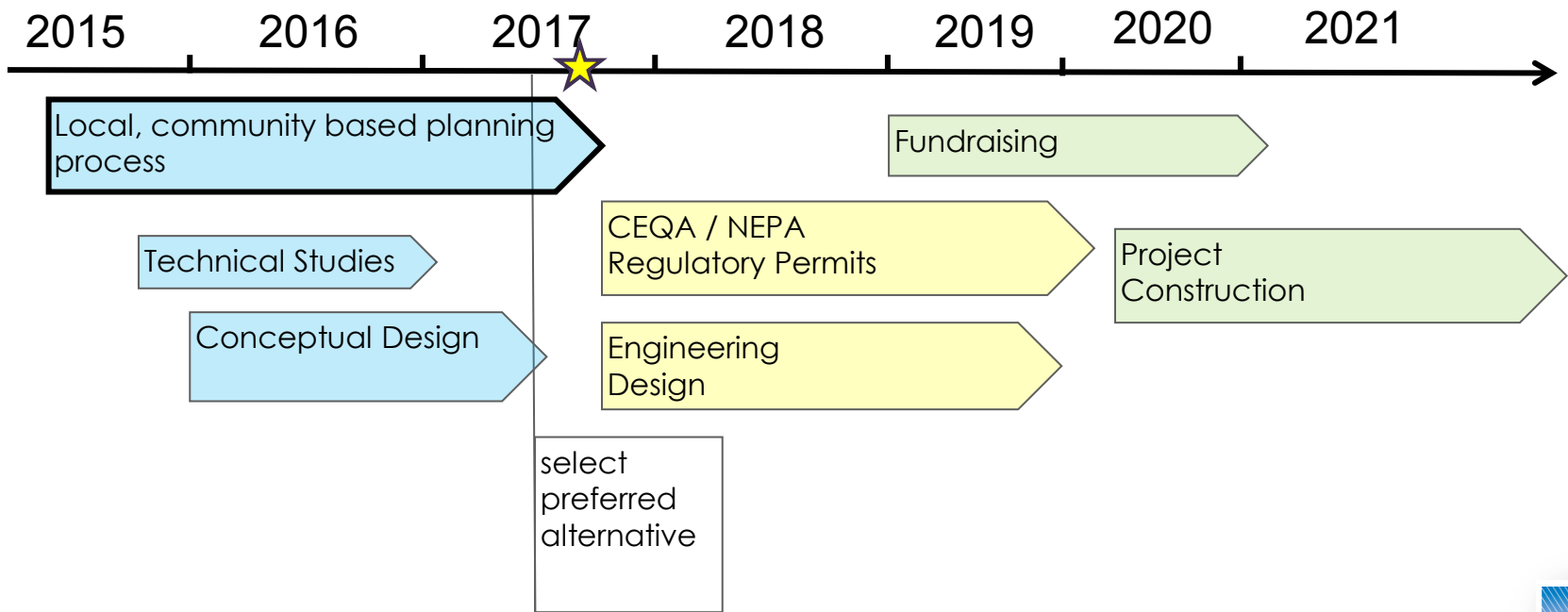
Community Based Planning
and
Stakeholder Engagement

- Stakeholder Advisory Group
- Tours
- Community Workshops
- Posters
- Social Media
- Lower Walnut Creek Adventures





Lower Walnut Creek Schedule



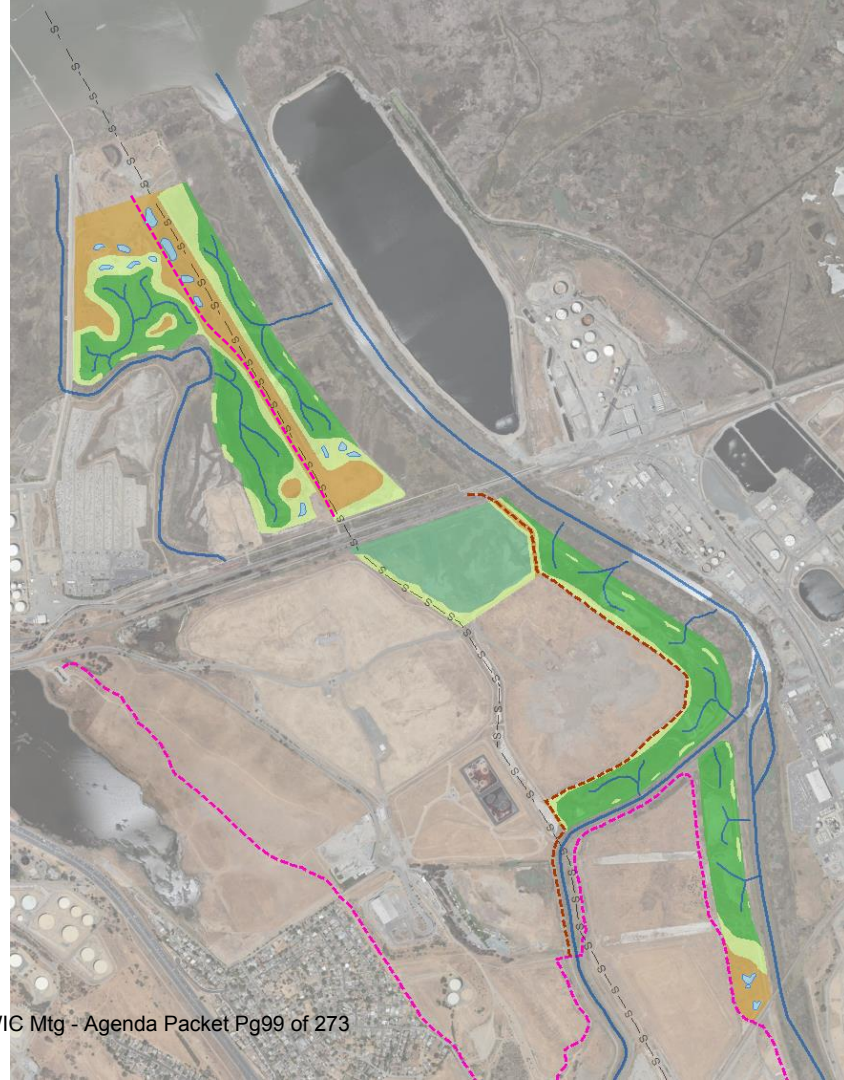
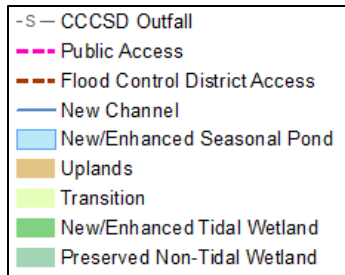
Preferred Alternative

Creates or Enhances:

- 109 ac Tidal Wetland
- 30 ac Transitional Ecotone
- 46 ac Upland Ecotone
- 48 ac Seasonal Wetland Complex

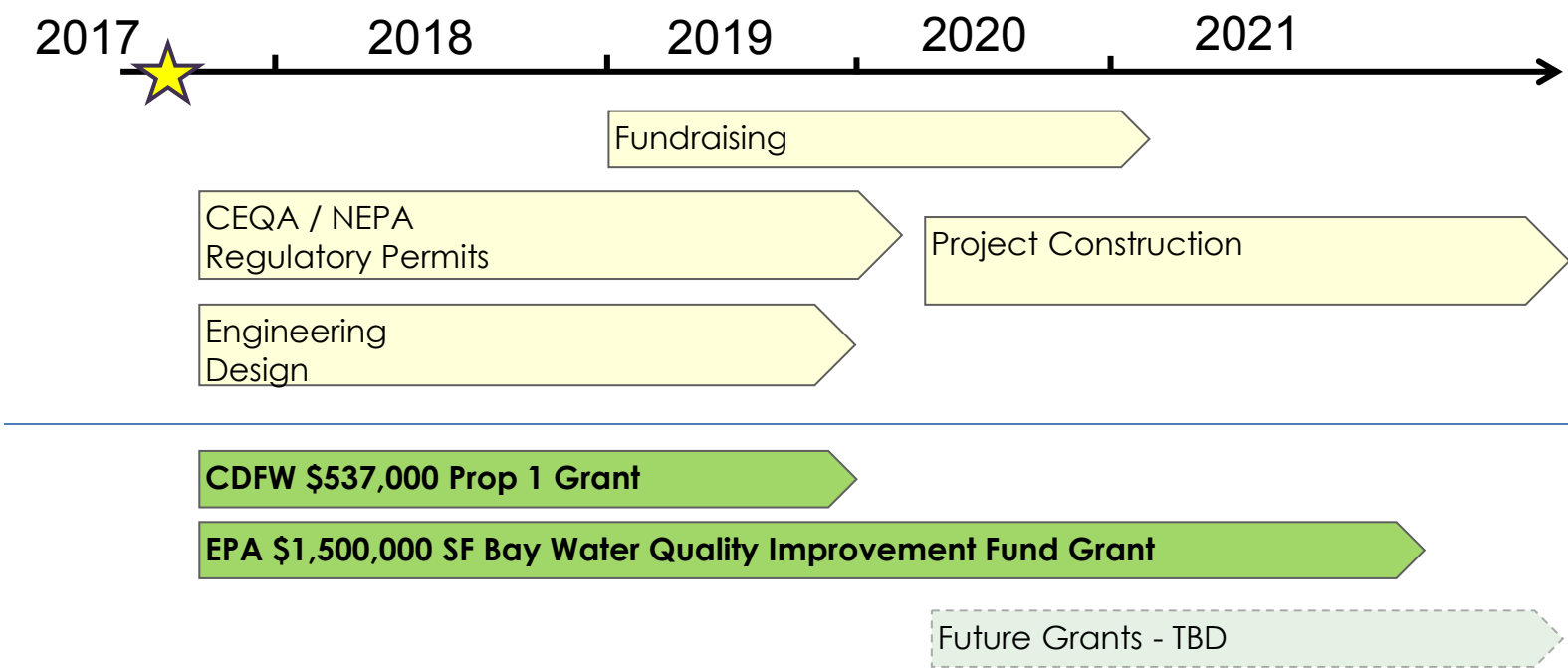
Facilitates:

- 6 mile Iron Horse Trail connection (by EBRPD)
- Enhanced recreation at Pacheco Marsh (by JMLT)





Lower Walnut Creek Schedule and Grants







Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 10/09/2017

Subject: 2017-18 Caltrans Sustainable Communities Grant: Accessible Transportation Strategic Plan

Department: Conservation & Development

Referral No.: 1

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

Presenter: John Cunningham, Conservation and Development **Contact:** John Cunningham (925) 674-7833

Referral History:

While the subject grant application has not been discussed at the Committee, the accessible transportation topic was discussed during the Contra Costa Transportation Authority's development of the Measure X Transportation Expenditure Plan (TEP), and the 2017 Countywide Transportation Plan (CTP).

As discussed in more detail below, the grant is responsive to County input on the TEP and CTP which included recommendations for the initiation of the Accessible Transportation Strategic Plan.

Referral Update:

Staff from the County and the Contra Costa Transportation Authority (Authority) are currently in discussions regarding the subject grant. Caltrans's unexpectedly rapid release of this grant cycle after the passage of Senate Bill 1 has resulted in staff moving quickly to complete the grant and request necessary approvals. Additional clarity on the arrangement will be available by the October 9 TWIC meeting.

The subject of the grant application, the Accessible Transportation Strategic (ATS) Plan, is the culmination of both the 2016 Measure X Transportation Expenditure Plan (TEP) effort and the 2017 Countywide Transportation Plan (CTP). Both plans were developed under the leadership of the Authority.

This particular topic, accessible transportation⁽¹⁾, was the subject of several comment letters from the Board of Supervisors and numerous conversations between County and Authority staff. During the TEP and CTP development, both the Authority Board and Staff were responsive and supportive of comments relative to the ATS Plan.

The ATS Plan was originally included as an implementation activity to be initiated immediately if and when Measure X passed. With the failure of Measure X, the draft CTP was amended in its final version to include the ATS Plan as an implementation task:

Initiate the Accessible Transportation Service Strategic Plan

To further support mobility opportunities for seniors and people with disabilities, the Authority will develop an Accessible Transportation Service (ATS) Strategic Plan. The plan will evaluate how accessible services are delivered by all agencies and where appropriate coordination can improve transportation services. The ATS Strategic Plan will also determine the investments and oversight of funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.

As mentioned in the September 19, 2017 report to the Board of Supervisors ("ACCEPT the '[Accessible Transit in Contra Costa County](#)' white paper") County staff initiated outreach efforts after acceptance of the report. During a meeting with Authority staff the subject grant opportunity was discussed and staff agreed to investigate the possibility of a collaborative effort. Both County and Authority staff agree that the Authority is best positioned to be the lead on the study.

As indicated in the Recommendations section, the necessary agreements and grant administration strategy is currently being finalized by staff from both agencies including determination of how the local match will be funded. The intent at this point is to have the Authority act as the lead in the administration of the study and the County, and potentially other entities, act as sub-applicants and/or study participants. Authority staff is in the process of seeking similar approvals.

Staff understands that the lack of complete clarity at this time on grant administration and match funding is not ideal. County and Authority staff have been working quickly to respond to the short timeframe and upcoming deadline. Staff intends on having all of the necessary information available by the time the Board of Supervisors hears the item on October 17th if the Committee chooses to move this request to the full Board.

(1) Accessible transportation, for the purposes of the grant, is defined as a range of transportation/transit and supportive services such as; Americans with Disabilities Act mandated public paratransit service, city/community programs, transportation provided by private non-profits, mobility management programs, volunteer based transportation programs, etc.

Recommendation(s)/Next Step(s):

RECOMMEND the Board of Supervisors approve and authorize the Director of Conservation and Development, or designee, to participate with the Contra Costa Transportation Authority in applying for a grant under the 2017-18 Sustainable Transportation Planning Grant Program to Caltrans for the "Accessible Transportation Strategic Plan", and direct staff to develop any necessary agreements with the Authority to 1) formalize cooperative grant administration and, 2) identify match funding.

Fiscal Impact (if any):

[The amounts and language below are tentative. Information will be finalized before going to the Board of Supervisors if the Committee makes that recommendation.]

In the event of a successful grant application, the County will receive an amount not to exceed \$265,590 (88.53%) from Caltrans under the Sustainable Transportation Planning Grant program. (Fulfillment of the local match obligation [\$34,410 - 11.47%] is currently being discussed with

the Contra Costa Transportation Authority.)

The Caltrans grant application and guidelines are attached. Based on comments from the County, the guidelines were revised to include accessible transportation studies as an eligible activity.

Attachments

Caltrans Sustainable Communities Grant Application

Caltrans Sustainable Communities Grant Guide

FY 2017-18
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
 SUSTAINABLE COMMUNITIES GRANT APPLICATION**

PROJECT TITLE	
PROJECT LOCATION (city and county)	

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization			
Mailing Address			
City			
Zip Code			
Executive Director/designee and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
E-mail Address			
Contact Person and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
Contact E-mail Address			
Phone Number			

FUNDING INFORMATION
 Use the Match Calculator to complete this section.
[Match Calculator](#)

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$	\$	\$	\$

**Specific Source of Local Cash Match
 (i.e., local transportation funds, local sales tax, special bond measures, etc.)**

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LEGISLATIVE INFORMATION*

Information in this section must directly be tied to the applicant's address.

All legislative members in the project area do not need to be listed.

State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District

*Use the following link to determine the legislators.

<http://findyourrep.legislature.ca.gov/> (search by address)

Please identify the best practices cited in the 2017 Regional Transportation Plan (RTP) Guidelines, Appendices K and L, that would be employed in the proposed transportation planning grant project. Select only those that apply and provide an explanation. For future grant cycles, this section may be considered for points and/or threshold requirements. For now, these items are for tracking and reporting purposes only and are not associated with points, and may not result in a higher score.

☐ Coordination with Other Planning Processes

Please explain how:

☐ Regional Travel Demand Modeling and Analysis

Please explain how:

☐ RTP Consultation and Coordination

Please explain how:

☐ Integrating Ecological Considerations into Transportation Planning

Please explain how:

☐ RTP Financial Overview

Please explain how:

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SUSTAINABLE COMMUNITIES GRANT APPLICATION**

☐ RTP Modal Discussion

Please explain how:

☐ Transportation System Management and Operations

Please explain how:

☐ Future of Transportation and New Technology

Please explain how:

☐ Sustainable Communities Strategy (SCS) Contents and Development

Please explain how:

☐ Land Use and Transportation Strategies to Address Regional GHG Emissions

Please explain how:

☐ Adaptation of the Regional Transportation System to Climate Change

Please explain how:

☐ Performance Measures

Please explain how:

☐ Policies and Programs that Promote Health and Health Equity

Please explain how:

Please identify the Grant Program Overarching Objectives (Grant Application Guide, Page 3) that the proposed transportation planning grant project will address. Select all that apply and provide an explanation.

- ☐ Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals, preserving the State’s natural and working lands, and preserving the unique character and livability of California’s communities.

Please explain how:

- ☐ Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and Local planning growth and economic development patterns.

Please explain how:

- ☐ Mobility – Increase the accessibility of the system and mobility of people and freight.

Please explain how:

- ☐ Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.

Please explain how:

- ☐ Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Please explain how:

- ☐ Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises, etc.).

Please explain how:

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- ☐ Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Please explain how:

- ☐ Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Please explain how:

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1. Project Description (100 words maximum) (15 points): Briefly summarize project.

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2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project.

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3. Grant Specific Objective (Do not exceed the space provided.) (30 points): Explain how the proposed project addresses the grant specific objective of the Sustainable Communities grant program: to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (Grant Application Guide, Page 3).

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Grant Specific Objective (Continued - Do not exceed the space provided.)

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4. Project Management (30 points)

- A. Scope of Work in required Microsoft Word format (15 points)
- B. Project Timeline in required Microsoft Excel format (15 points)

See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 36-42), also online at: <http://www.dot.ca.gov/hq/tpp/grants.html>

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Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-Applciant)

Print Name

Title

Date

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM



FY 2017-18 Grant Application Guide

Additional Sustainable Communities Grants from
Senate Bill 1–The Road Repair and
Accountability Act of 2017



Application Deadline

October 20, 2017 at 5:00 PM

California Department of Transportation
Division of Transportation Planning

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ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Sustainable Transportation Planning Grant Program

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

The California Legislature recently passed, and Governor Edmond G. Brown Jr. signed into law, Senate Bill (SB) 1 - The Road Repair and Accountability Act of 2017, a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. As a result of this new transportation funding, approximately \$25 million in additional Sustainable Communities Grants is available for the Fiscal Year (FY) 2017-2018 grant cycle. The additional grant funding is intended to support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

Eligible planning projects must have a transportation nexus per Article XIX Sections 2 and 3 of the California Constitution. Therefore, successful planning projects are expected to directly benefit the multi-modal transportation system. Sustainable Communities Grants will also improve public health, social equity, environmental justice, and provide other important community benefits.

Sustainable Communities - Competitive Grants

Approximately \$12.38 million will be distributed through a competitive program to Metropolitan Planning Organizations (MPOs) with a sub-applicant(s), Regional Transportation Planning Agencies (RTPAs), cities and counties, transit agencies, and Native American Tribal Governments. MPOs can apply to the Sustainable Communities Competitive Grants only in collaboration with a sub-applicant(s). Funding distribution for the competitive program will depend on the quality and number of applications.

Sustainable Communities - Formula Grants

\$12.5 million will be distributed to the MPOs on a formula basis. The formula funds for the MPOs will reflect the same formula used to distribute Federal Highway Administration (FHWA) Metropolitan Planning PL funds. The FHWA PL formula has three components:

1. A base allocation
2. A two-part population component which distributes funds by the proportion of the total population of each MPO based on California Department of Finance estimates each January
3. An Air Quality component based on the proportion of federal Congestion Mitigation Air Quality funds to total programmatic FHWA PL funds

Sustainable Transportation Planning Grant Summary Chart

GRANT	FUND SOURCE	PURPOSE	WHO MAY APPLY	LOCAL MATCH
Sustainable Communities Competitive	<p>Budget Road Maintenance and Rehabilitation Account (RMRA)</p> <p>State funds Approx. \$12.38 million</p> <p>Grant Min. \$50,000 for Disadvantaged Communities; \$100,000 for All Others</p> <p>Grant Max. \$1,000,000</p>	Funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 3).	<p>The following are eligible to apply as a primary applicant:</p> <ul style="list-style-type: none"> • MPOs with sub-applicants • RTPAs • Transit Agencies; • Cities and Counties; • Native American Tribal Governments <p>The following are eligible to apply as a sub-applicant:</p> <ul style="list-style-type: none"> • MPOs/RTPAs • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Other Public Entities** 	11.47 percent minimum (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.
Sustainable Communities Formula	<p>Budget Road Maintenance and Rehabilitation Account (RMRA)</p> <p>State funds \$12.5 million</p>	Funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 3).	<p>The following are eligible to apply as a primary applicant:</p> <ul style="list-style-type: none"> • MPOs 	11.47 percent minimum (in cash or an in-kind* contribution). The entire minimum 11.47 percent local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.

* For in-kind contribution requirements, refer to Page 20 of this Guide.

** Public entities include state agencies, the Regents of the University of California, district, public authority, public agency, and any other political subdivision or public corporation in the State (Government Code Section 811.2).

Integrating Objectives and Considerations

Successful grant applications address and articulate how the project relates to the Caltrans Mission, Grant Program Overarching Objectives, Grant Program Considerations, and the region's RTP SCS (where applicable). The Grant Specific Objectives on Page 11 indicate the specific purpose of the Sustainable Communities Grants, and must also be considered when preparing an application.

Grant Program Overarching Objectives

The following Grant Program Overarching Objectives are provided to guide grant application development, including:

Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals, preserving the State's natural and working lands, and preserving the unique character and livability of California's communities.

Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and local planning growth and economic development patterns.

Mobility – Increase the accessibility of the system and mobility of people and freight.

Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.

Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises (DBEs), etc.).

Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Grant Program Considerations

The Grant Program also supports related State sustainability initiatives, explained further in the following pages and should be considered in grant application development, including:

- California Transportation Plan (CTP) 2040
- 2017 RTP Guidelines and Promoting Sustainable Communities in California
- Addressing Environmental Justice and Disadvantaged Communities
- Proposed 2017 Climate Change Scoping Plan Update, Appendix C
- Complete Streets and Smart Mobility Framework
- Climate Ready Transportation
- Planning for Housing

California Transportation Plan 2040

The *California Transportation Plan (CTP) 2040* vision is focused on sustainability: California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting the State's GHG emission reduction goals and preserving the unique character of California's communities. This integrated, connected, and resilient multimodal system supports a thriving economy, human and environmental health, and social equity. *CTP 2040* is the umbrella plan that pulls together the State's long-range modal plans to envision the future system:

- Interregional Transportation Strategic Plan
- California Freight Mobility Plan
- California State Rail Plan
- California State Bicycle and Pedestrian Plan
- California High-Speed Rail Business Plan
- Statewide Transit Strategic Plan
- California Aviation System Plan

Competitive Sustainable Communities grant applications will integrate the appropriate *CTP 2040 Transportation Greenhouse Gas Reduction Strategies* (CTP 2040, Table 13 and Appendix 7 Technical Analysis). There are four categories of transportation GHG reduction strategies – demand management, mode shift, travel cost, and operational efficiency – that were developed based on input from the CTP 2040 advisory committees, and with input gathered from all of the State's 18 MPOs and 26 RTPAs.

CTP 2040 (CTP 2040 Table 13, Page 75; Appendix 7, Page 40):

<http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/2040.html>

The CTP 2040 also aims to achieve the strategic goal to triple cycling and double walking and transit use statewide by 2020. Competitive grant applications will discuss how proposed projects will assist in reaching this goal established in the *Caltrans Strategic Management Plan*.

Caltrans Strategic Management Plan:

http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

2017 RTP Guidelines and Promoting Sustainable Communities in California

The California Transportation Commission recently adopted the *2017 RTP Guidelines for RTPAs and 2017 RTP Guidelines for MPOs* which now includes *Appendix K – Promoting Health and Health Equity in MPO RTPs* and *Appendix L – Planning Practice Examples*. These appendices highlight planning practices that are undertaken by large, medium, and small MPOs in both rural and urban areas throughout the State. The intent of additional Sustainable Communities grant funding, pursuant to SB 1 - The Road Repair and Accountability Act of 2017, is to encourage local and regional planning that furthers state goals, including but not limited to, the goals and best practices cited in the RTP Guidelines. Competitive applications will incorporate these cutting-edge planning practices into their proposed planning projects.

2017 RTP Guidelines (Appendix K, Page 273; Appendix L, Page 309):

<http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index.html>

Caltrans supports SB 375 (Steinberg, Statutes of 2008) RTP SCS efforts. Successful applications must be compatible with an existing adopted SCS, where applicable, that meets the region's GHG targets, and must strongly support and aim to implement regional SCS efforts. The SCS planning process is intended to help communities reduce transportation related GHG emissions, coordinate land use and transportation planning, and assist local and regional governments in creating

sustainable communities for residents throughout the State. Information on SB 375-related planning efforts can be found at: <http://www.arb.ca.gov/cc/sb375/sb375.htm>.

Although most rural areas of the State are not subject to SB 375 SCS requirements, Caltrans still promotes the development of sustainable communities in these areas of the State and efforts to match GHG reduction targets and other goals embodied in SCSs under SB 375. Eligible rural agencies are strongly encouraged to apply for Sustainable Communities Competitive Grants.

Addressing Environmental Justice and Disadvantaged Communities^{1,2}

Caltrans integrates environmental justice in all of its activities. In the past, low-income and minority communities disproportionately bore many of the negative impacts of transportation projects. It is the goal of environmental justice to ensure that when transportation decisions are made, low-income and minority communities have a full opportunity to participate in the decision-making process, and they receive an equitable distribution of benefits and not a disproportionate share of burdens, which contribute to poor health outcomes.

Caltrans encourages eligible applicants to apply for Sustainable Communities Competitive Grants to address transportation needs and deficiencies in disadvantaged communities. Supporting planning projects that benefit a disadvantaged community is a priority; therefore, a minimum threshold of 50 percent of Sustainable Communities Competitive Grants has been identified for projects that benefit disadvantaged communities, also including Native American Tribal Governments and rural communities. Grant applicants are required to provide justification in their grant application for how the project area meets their definition of a disadvantaged community. The optional tools below, related to environmental justice and health, are intended to help applicants define a very context-dependent definition of a disadvantaged community. Regionally and/or locally defined disadvantaged communities are acceptable. Applicants may also include other population characteristics, such as income or level of education. Information about environmental justice and disadvantaged communities can be found at:

Desk Guide – Environmental Justice in Transportation Planning Investments:

http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/ej_titlevi_files/EnvironmentalJusticeDeskGuideJan2003.pdf

Community Primer on Environmental Justice and Transportation Planning:

http://www.dot.ca.gov/hq/tpp/offices/ocp/documents/ej_titlevi_files/EJ_Primer_4_10_WEB.pdf

SB 535 (De Leon, Statutes of 2012):

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB535

Senate Bill 535 tasked the California Environmental Protection Agency with defining disadvantaged communities in order to meet the statutory requirements to invest a quarter of Greenhouse Gas Reduction Fund (GGRF) to projects benefiting disadvantaged communities and ten percent to projects located within a disadvantaged communities. SB 535 may assist applicants with defining disadvantaged communities and the many factors to consider.

Assembly Bill (AB) 1550 (Gomez, Statutes of 2016):

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1550

AB 1550 further enhanced the GGRF statutory requirements to invest in disadvantaged communities by requiring a minimum investment of twenty-five percent in disadvantaged communities and another ten percent in low-income households or communities. AB 1550 provides definitions for low-income households and low-income communities that may also be considered in application development.

¹ Source: Desk Guide – Environmental Justice in Transportation Planning Investments (2003)

² Source: Community Primer on Environmental Justice and Transportation Planning (2008)

SB 1000 (Leyva, Statutes of 2016):

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1000

SB 1000 requires local jurisdictions to develop environmental justice elements in their next general plan updates. Specifically, the environmental justice element, or the environmental justice goals, policies, and objectives in other elements, must be adopted or reviewed upon the adoption or next revision of 2 or more elements concurrently on or after January 1, 2018. Grant applicants are encouraged to describe efforts to comply with this new general plan requirement.

Displacement/Gentrification

Transportation improvements, especially new rail lines and stations to low-income communities, can increase access to opportunities. But they can also result in much higher property values and an increase in the cost of owning and renting property, inadvertently displacing existing residents and businesses. Being forced to leave a home is a stressful, costly and traumatic life event, especially when affordable housing is so limited. There is a growing recognition of tools and strategies that can be implemented alongside community investments to reduce displacement. Grant applicants are encouraged to reference the *2017 RTP Guidelines, Appendices K and L*, for best practices in addressing displacement of low income and disadvantaged communities.

CalEnviroScreen Version 3.0:

<http://oehha.maps.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>

CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution.

The tools below provide additional criteria and indicators for climate vulnerability and community health disadvantage that CalEnviroScreen does not. The tools can help reduce health inequities. The tools include:

California Health Disadvantage Index (HDI): <http://phasocal.org/ca-hdi/>

The California Health Disadvantage Index (HDI) is an interactive data and mapping tool that provides a detailed snapshot of the social determinants of health across California, mapped down to the Census tract level. HDI provides comparison rankings of Census tracts statewide and an accompanying policy action guide. Therefore, the HDI can be a useful tool in prioritizing areas with high levels of social and economic disadvantage for funding, policy, and planning interventions. HDI was developed by the Public Health Alliance of Southern California in collaboration with health departments and data experts across the state. Because the HDI focuses on the social and environmental conditions that contribute to health, policy makers and local agencies can use it to identify actionable policies that would improve health in their community, such as improving transportation access, housing affordability and quality, or access to parks and open space. The tool will soon be updated with a new map and additional indicators, and will be renamed the California Healthy Places Index (HPI).

Understanding the HDI Score

The HDI includes a composite score for each Census tract in the State. The higher the score, the greater the disadvantages to health. Each Census tract's score is converted to a percentile, which allows it to be compared to other California Census tracts. For example, an HDI percentile of 79 indicates that a Census tract would face more cumulative social challenges to health than 79 percent of the Census tracts in California. HDI percentile rankings are further broken into quartiles, with percentiles above 75 typically used to indicate disadvantaged communities. Thus, higher scores can be used to demonstrate a community, or project/service area, is disadvantaged for purposes of qualifying for the minimum threshold of 50 percent for disadvantaged communities in this program.

In addition to the composite score and percentile ranking, applicants can review the individual domain scores or indicators themselves and explain how their project will improve one or more of

these public health challenges. The numeric value and percentile ranking for these component indicators can be found either by using the [live map](#) or by accessing the [data directly](#).

HDI Examples:

Indicator	HDI Percentile	How will project improve this health challenge?
<i>Domain (Composite) Scores</i>		
Complete Communities Score	Percentile ranking of all complete communities-related indicators	Demonstrate how this plan will address health and transportation challenges related to complete communities indicators (park access, supermarket access, retail density and tree canopy)
Economic Resources Score	Percentile ranking of all economic-related indicators	Demonstrate how this plan will address health and transportation challenges related to economic indicators such as households without auto access, median income, high housing costs and unemployment rate
<i>Individual Indicators</i>		
No Auto Access	XX percent	Describe how plan will increase and improve transportation access to vital destinations, goods and services for those without auto access.
Traffic density	XX percent	Describe how the plan will improve traffic safety, including for people walking and bicycling in the project area.
No Park Access	XX percent	Demonstrate how project will improve transportation access to parks/ open space.

For more information on the HDI, including how to calculate a score for your project area and suggested project types for improving public health, visit <http://phasocal.org/ca-HDI/>.

CDPH Climate Change and Health Profile Reports (CHPRs):

<https://www.cdph.ca.gov/Programs/OHE/Pages/ClimateHealthProfileReports.aspx>

The Climate Change and Health Profile Reports are designed to help counties in California prepare for the health impacts related to climate change through adaptation planning. The reports present projections for county and regional climate impacts, the climate-related health risks, and local populations that could be vulnerable to climate effects. The information is based on available science compiled from previously published, state-sponsored research and plans.

Proposed 2017 Climate Change Scoping Plan Update, Appendix C

The California Air Resources Board (ARB) proposed *2017 Climate Change Scoping Plan Update* includes *Appendix C, Vibrant Communities and Landscapes – A Vision for California in 2050*, to guide how the State develops communities, preserves and protects its landscapes, and ensures that all Californians have equitable access to housing, health care, jobs, and opportunity. Competitive Sustainable Communities grant applications will demonstrate a linkage to this land use vision.

The ARB proposed 2017 Climate Change Scoping Plan Update, Appendix C, also includes *Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT)* which outlines a list of potential additional strategies that the State could pursue to help achieve further VMT reduction, support local and regional actions already underway, and advance multiple additional goals. While this document is intended to guide State-level actions, many of the potential strategies can also be implemented at a regional and local level. Sustainable Communities grant applicants are encouraged to explore these strategies and apply them, as appropriate, to proposed planning projects.

Proposed 2017 Climate Change Scoping Plan Update, Appendix C:

https://www.arb.ca.gov/cc/scopingplan/app_c_vibrant_comm_vmt_measures.pdf

Complete Streets and Smart Mobility Framework

Caltrans also supports complete streets and the Smart Mobility Framework (SMF). If applicable, Caltrans encourages applicants to consider the tools and techniques contained in the SMF as well as typical components of complete streets. Specifically, this might include how the project addresses components of community design, regional accessibility, place types, and priority activities to achieve smart mobility outcomes, community transition, and associated multimodal performance measures for the appropriate context of the problem. Information on these efforts can be found at:

Complete Streets: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

SMF: <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

Climate-Ready Transportation

California's six key climate change strategy pillars provide a framework for reducing California's GHG emissions and increasing resiliency to the anticipated effects of global warming:

(1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing to 50 percent our electricity derived from renewable sources; (3) doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of short-lived climate pollutants; (5) managing farm and rangelands, forests and wetlands so they can store carbon; and, (6) updating the Safeguarding California Plan - California's climate adaptation strategy. Climate change poses many threats to our communities' health, well-being, environment, and property. Extreme weather, rising sea levels, shifting snowpack, among other impacts will touch every part of peoples' lives in the next century. Planning key actions now will help lessen impacts and cope with changes. Government, at every level, must work together to safeguard our State by taking steps to reduce our own impacts and increase our resilience in the future.

Executive Order B-30-15 specifically addresses the need for all of the State's planning and investments to consider the exposures and risks from a changing climate, anticipating current and future impacts and disruptions that are likely to occur. The order establishes a California GHG emissions reduction target of 40 percent below 1990 levels by 2030, directs state government to take climate change into account in all planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives.

Executive Order B-30-15 describes four guiding principles when making planning and investment decisions:

- Priority should be given to actions that both build climate preparedness and reduce GHG emissions
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts
- Actions should protect the state's most vulnerable populations
- Natural infrastructure solutions should be prioritized

The Governor's Office of Planning and Research led a Technical Advisory Group to develop guidance to help State agency personnel decide when to take climate change into account when planning infrastructure and investments, and how to do so while implementing the four above principles, including how to increase social equity and health for vulnerable communities in the course of planning and operations. The Guidance to implement Executive Order B-30-15 is available here: (to be provided at a later date when complete).

Community Climate Resiliency

Grant applicants are encouraged to consider if the surrounding community is experiencing any specific climate vulnerabilities and how the proposed planning project aims to address specific concerns. Grant applicants should also describe how potential climate impacts are taken into

consideration in the proposed planning project, such as the incorporation of natural infrastructure, and, if applicable, how the project conforms with the local implementation of SB 379 (Jackson, Statutes of 2015), Government Code Section 65302(g)(4), where cities and counties are required to address climate adaptation and resiliency strategies in the safety element of their general plan.

Climate Action Plans: <http://www.ca-ilg.org/climate-action-plans>

Many California cities and counties are developing Climate Action Plans to reduce their GHG emissions. The website above provides a host of resources, including example Climate Action Plans and templates.

Safeguarding California: <http://resources.ca.gov/climate/safeguarding/>

Safeguarding California is the strategy that organizes state government climate change adaptation activities.

California Climate Adaptation Planning Guide:

http://resources.ca.gov/climate/safeguarding/adaptation_policy_guide/

The Adaptation Planning Guide provides guidance to support regional and local communities in proactively addressing the unavoidable consequences of climate change. It provides a step-by-step process for local and regional climate vulnerability assessment and adaptation strategy development.

Planning for Housing

Development patterns directly impact GHG emissions, including those from transportation between jobs and housing. Improved coordination between housing and transportation can reduce commute times, increase transit ridership, lower vehicle miles traveled, lower pollution and GHG, provide greater economic opportunity, and other positive outcomes. Adding coordination with housing planning as part of the Sustainable Communities grants furthers the State's planning goals, including the goals of SB 375, which supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Competitive grant applications should demonstrate how their project furthers this coordinated and integrated approach to planning.

To support planning for housing California's growing population, the State's Department of Housing and Community Development (HCD) reviews local housing elements of general plans, which identifies capacity for projected housing needs and addresses governmental constraints on housing supply and cost. Local governments are further required to annually submit progress reports on the implementation the housing element and provide a detail of production toward their projected housing needs.

City and county grant applicants should have a housing element that has been adopted by the jurisdiction's governing body and subsequently determined to be in substantial compliance with State housing element law pursuant to Government Code Section 65585. The jurisdiction's adopted housing element will be deemed to have met this requirement if the adopted element is received by HCD by the grant application deadline; and, HCD subsequently determines the adopted housing element to be in substantial compliance pursuant to Government Code Section 65585 without further amendment by the date of the award recommendation. A jurisdiction's current housing element compliance status can be obtained at <http://www.hcd.ca.gov/community-development/housing-element/docs/status.pdf>.

In order to avoid a deduction in points during the grant evaluation process, the city or county grant applicant must submit to HCD the Annual Progress Report (APR) required by Government Code Section 65400 for calendar years 2013, 2014, 2015, and 2016. For the purposes of the Grant Program, required APRs must be submitted by the date of award recommendation. Please note that charter cities are not exempt from this specific program requirement and must submit an Annual Progress Report for the calendar years mentioned above. More detail on APRs is at

<http://www.hcd.ca.gov/community-development/housing-element/index.shtml> under Housing Elements - Annual Progress Reports.

In order for applicants that are not cities and counties (e.g. MPOs, RTPAs, transit agencies, or tribal governments) to avoid a deduction in points, the applicant must demonstrate how they integrate housing planning into their policies, programs and project, or commit to coordinate housing and transportation in future policies and programs.

In future grant cycles, Sustainable Communities grant applicants will be required to have a compliant housing element and submit APRs in order to be eligible for Sustainable Communities grant awards.

Sustainable Communities – Grant Specific Objectives

Competitive Grants

The grant specific objective of the Sustainable Communities Competitive Grants is to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 3).

Applicants should demonstrate how the proposed effort would:

- Integrate Grant Program Considerations (See Pages 3-10)
- Advance transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
- Identify and address deficiencies in the multimodal transportation system, including the needs of environmental justice and disadvantaged communities, including Native American Tribal Governments and rural communities
- Encourage stakeholder collaboration
- Involve active community engagement
- Coordinate transportation, housing, and land use planning
- Promote the region's RTP SCS (where applicable), State planning priorities (Government Code Section 65041.1, and climate adaptation goals (Safeguarding California)
- Result in funded and programmed multimodal transportation system improvements

Formula Grants

The grant specific objectives, eligibility requirements, and performance considerations for the Sustainable Communities Formula Grants awarded to MPOs are consistent with the Sustainable Communities Competitive Grants. The intent of the Sustainable Communities Formula Grants is to carry out the objectives of the region's RTP SCS (where applicable) and the RTP Guidelines Appendices K and L. In addition, MPOs are strongly encouraged to administer Sustainable Communities Formula funding in a transparent manner and maintain non-profit eligibility, consistent with the legislative intent of Senate Bill 1–The Road Repair and Accountability Act of 2017. MPOs should meet the following minimum eligibility criteria to apply for Sustainable Communities Formula Grants:

- Consolidated Planning Grant Carryover is at, or below 100% of the annual FHWA PL allocation
- Have an RTP SCS that meets the SB 375 GHG reduction targets
- Meet civil rights and environmental justice obligations, as summarized in Section 4.2 of the RTP Guidelines

If an MPO does not meet the minimum eligibility criteria listed above, their allocation will be redistributed to the remaining MPOs that are eligible and apply for the Sustainable Communities Formula Grants.

MPOs have flexibility for how the Formula Grant allocation is administered. For example, MPOs may use these funds for a regional competitive grant program, integrated land use and transportation planning activities related to developing their SCS, carrying out the best practices cited in the RTP Guidelines, or a combination thereof.

If an MPO uses Formula Grant funds to administer a regional grant program, the MPO must submit their grant program criteria and list of eligible applicants and sub-applicants to the Caltrans district

and Caltrans Office of Regional Planning (ORP). This step is to ensure it aligns with the Caltrans Sustainable Communities Competitive Grants, including city and county housing element compliance. MPOs will also submit a list of awarded grants to the Caltrans district and ORP. MPOs should coordinate the submittal of this information with the Caltrans district and ORP to avoid delays for releasing the call-for-projects and grant awards.

MPOs are responsible for drafting a formal amendment to the current Overall Work Program (OWP), including a scope of work and timeline (using the templates provided), for adding Sustainable Communities Formula Grant funds that will serve as the grant application, due October 20, 2017. The draft OWP amendment process includes meaningful consultation with Caltrans district staff and Caltrans Office of Regional Planning. Once Caltrans concurs with the draft OWP amendment, the MPO may seek board approval of the amendment. Caltrans district staff will issue formal approval of the OWP amendment and Caltrans Office of Regional Planning will complete the programming process for these funds. For future years, Sustainable Communities Formula Grants will be a part of the annual draft OWP development and approval process.

The following funding table shows how formula funds will be distributed to each MPO:

MPO	Total Allocation
Tahoe Metropolitan Planning Organization	\$160,750
Madera County Transportation Commission	\$164,209
Kings County Association of Governments	\$162,943
Shasta Regional Transportation Agency	\$163,172
Butte County Association of Governments	\$180,569
Merced County Association of Governments	\$197,424
San Luis Obispo Council of Governments	\$195,962
Tulare County Association of Governments	\$246,944
Santa Barbara County Association of Governments	\$224,579
Stanislaus Council of Governments	\$291,053
San Joaquin Council of Governments	\$341,671
Kern Council of Governments	\$374,899
Association of Monterey Bay Area Governments	\$315,267
Fresno Council of Governments	\$407,484
Sacramento Area Council of Governments	\$774,991
San Diego Association of Governments	\$1,021,553
Metropolitan Transportation Commission	\$2,106,140
Southern California Association of Governments	\$5,170,390
Total	\$12,500,000

Example Sustainable Communities Grant Project Types

These examples include projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning.

- Studies, plans or planning methods that advance a community's effort to reduce single occupancy vehicle trips and transportation related GHG through strategies including, but not limited to, advancing mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use
- Studies, plans or planning methods that assist transportation agencies in creating sustainable communities and transit oriented development
- SCS development
- Long range transportation plans for tribal governments
- Community to school studies or safe routes to school plans
- Studies, plans, or outreach for school public transit, school pool ridesharing
- Community mobility needs assessments

- Studies, plans or planning methods that advance a community's effort to address the impacts of climate change and sea level rise
- Studies that promote greater access between affordable housing and job centers
- Context-sensitive streetscapes or town center plans
- Complete street plans
- Active transportation plans, including bicycle, pedestrian and trail master plans
- Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans
- Plans for bike parking facilities
- Educational outreach for mode shifts to electric forms of transportation
- Traffic calming and safety enhancement plans
- Corridor enhancement studies
- Health and transportation studies, including health equity transportation studies and other plans that incorporate health into transportation planning
- Climate change adaptation plans for transportation facilities
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Studies to improve access to social services and other community destinations for disadvantaged communities
- Transit planning studies related to accessible transit, paratransit, mobility management, etc.
- Rural planning studies or plans that provide rural counties the ability to develop active transportation plans with a rural context-sensitive focus and allow for rural regions to contribute to the State's GHG reduction targets
- Studies and plans that can help to quantify and highlight the value and importance of the rural State transportation system with connects large urban centers to rural open space, State and federal lands, and recreation and agriculture hubs.
- Studies and plans to mitigate for impacts to the rural transportation system due to increased interregional tourism and visitor traffic
- Studies, plans or planning methods that address environmental justice issues in a transportation related context
- Station area planning
- Community outreach plans for park-and-ride lots
- Student internships for rural agencies and/or disadvantaged communities
- First Mile/Last Mile project development planning
- Planning for zero or near zero emission vehicles
- Planning for autonomous vehicles
- Integration of transportation and environmental planning
- Shared mobility services planning studies
- Road or parking pricing studies
- Transportation Demand Management studies
- Congestion pricing studies including plans that enhance social equity and avoid inequitable cost burdens
- Commute trip reduction studies and plans
- Planning to remove or reduce barriers created by transportation infrastructure such as highways, overpasses and underpasses, that create disconnected communities
- Studies or plans to ensure that infill and transit-oriented development benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement
- Transportation modeling studies that address active transportation, emerging technology, public health, VMT and other impacts
- Data collection/data sharing initiatives

- Strategies to increase transit ridership
- Integration of transit, new emerging technologies, and shared mobility services
- Temporary built environment demonstration projects, e.g., tactical urbanism
- Studies or plans related to zero emissions vehicle goods movement

Land use planning activities ***in coordination with a transportation project***. Examples include:

- An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes
- Creation of a Transit-Oriented Development overlay zone or other special zoning district around key transportation corridors or nodes
- Studies, plans, and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc. that are near sensitive land uses such as homes, schools, parks, etc. or potentially impacted by climate change

Eligible Activities and Expenses

Eligible activities must have a transportation nexus per the California Constitution, Article XIX Section 2 and 3. Please consult with Caltrans district staff for more information on whether costs are eligible for funding. Some examples of eligible costs include:

- Data gathering and analysis
- Planning consultants
- Conceptual drawings and design
- Community surveys, meetings, charrettes, focus groups
- Bilingual services for interpreting and/or translation services for meetings
- Community/stakeholder advisory groups
- Project administration (up to 5% of the grant is allowed, e.g., quarterly reports, invoicing, project management)

Ineligible Activities and Expenses

Some activities, tasks, project components, etc. are not eligible under these grant programs. If an application has any of the following elements, it will be disqualified. Ineligible activities and expenses include:

- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
- Engineering plans and design specification work
- Project Initiation Documents
- RTPs or updates to the RTP, excluding SCS development
- Construction projects, capital costs, such as the building of a facility, or maintenance
- Office furniture purchases, or other capital expenditures
- Decorations, e.g., for public workshop events
- Acquisition of vehicles or shuttle programs
- Organizational membership fees
- Unreasonable incentives such as prizes for public participation. The use of incentives and support such as childcare services are subject to Caltrans approval.
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project

General Information and Requirements

This section provides a brief overview of the grant application review process, financial, contracting, subcontracting, and legal requirements pertaining to the competitive grant program. The content of this section should be notably considered in the development of grant applications as it lays the foundation for what to expect when applying for these grant funds. Upon award, grantees will receive more specific guidelines including administrative and reporting requirements.

Application Review Process and Evaluation Considerations

Review Process

All applications submitted to the Sustainable Transportation Planning Grant Program go through multiple levels of review including reviews by Caltrans district and HQ staff, and State interagency review committees. District staff reviews all applications for content, submission of proper documentation, and overall relationship to regional and local planning efforts. The district rates each application and provides comments to inform the State interagency review committee. The grant review committees evaluate applications for content, completeness, meeting technical requirements, overall relationship to statewide planning efforts, and compliance with state and federal planning requirements. Grant applications that address every aspect of the grant specific objective will score higher overall. Caltrans has diverse applicants and project types, which makes it difficult to use a one-size fits all scoring rubric that would not unintentionally put some applicant/project types at a disadvantage. Therefore, applications will be scored based on how well they are able to describe the project, justify need, incorporate the grant specific objectives, and develop a scope of work and project timeline, all in accordance with this grant guide, samples and checklists provided, as applicable and appropriate for the applicant and project type. Once the grant review committees evaluate, rank, and select the best applications for grant funding, final recommendations are presented to Caltrans management and California State Agency for approval.

Community Engagement

Sustainable Communities Competitive Grant applications must include an explanation of how local residents and community-based organizations will be meaningfully engaged in developing the final product, especially those from disadvantaged and low-income communities, and how the final product will address community-identified needs. Below are some best practices in community engagement that applicants are encouraged to implement, as applicable and appropriate, in their transportation planning projects:

- Utilize a Participatory Budgeting (PB) planning process, as appropriate. PB is a democratic approach to public spending that meaningfully and deeply engages people in government and the community. During PB, community members democratically decide how to spend part of a public budget, enabling them to make the fiscal decisions that affect their lives and the health of their communities.
- Seek out existing community-based organizations or agencies that organize vulnerable populations, to be able to reach out and form collaborative relationships.
- Involve local health departments which can provide assistance in reaching community-based organizations and vulnerable community members.
- Collaborate with vulnerable communities to design and implement programs, plans and policies. Robust engagement of vulnerable communities in significant agency decisions brings about better decisions through increased input from different perspectives, increases buy-in and acceptance of decisions and support for their implementation.
- Make opportunities for input accessible in terms of formats (online, in public meetings, one on one, by mail, etc.), venues (at school and community events, community centers, libraries, transit hubs, etc.), hours (evening or weekend), and language (accessible to lay

people and translated into the principle languages of the relevant communities, including accessible media such as caption videos).

- Utilize the International Association for Public Participation (IAP2) tool, a [Spectrum of Public Participation](#) that can help agencies define how much power they are offering communities over decisions.
- Develop a written collaboration agreement or memorandum of understanding that defines respective roles, expectations, desired outcomes, and agreements for how to work together.
- Establish an advisory group of representatives of vulnerable communities, including community leaders and give them worthwhile roles to design the public engagement process, so that community capacity is built during the collaboration process.

Performance Considerations

Previous grantee performance will be considered during the evaluation process. Applicants with a history of inadequate performance such as poor grant project management, failure to achieve grant project milestones, untimely invoice submittals, or an overall poor quality of the final grant product may be at a competitive disadvantage in the application review process. Grant funds may not be awarded to prior grant recipients with unresolved past grant performance issues.

Additionally, applicants that have an excessive balance of or consistently relinquish any transportation funds administered by Caltrans Planning and/or have unresolved audit issues or findings will also be at a competitive disadvantage in the application review process. Applicants that have also failed to satisfy the required state and federal planning requirements, including submittal and administration of the Overall Work Program, RTPs, and Transportation Improvement Program, may not be awarded grants.

Award Terms

Caltrans is committed to being an active partner. If awarded a grant, the applicant should include Caltrans district staff when planning both technical advisory and community meetings. In addition, Caltrans district staff will help to ensure that the approved Scope of Work, Project Timeline, and project funding will be maintained throughout the life of the contract. Applicants are also recommended to engage Caltrans district staff throughout the entire grant life, when applicable.

If an agency does not demonstrate adequate performance and timely use of funds, Caltrans may take appropriate actions, which can include termination of the grant.

Contracting with Caltrans and Project Timelines

Project Start Dates

All awarded grant funds must be programmed during the State FY 2017-2018. The project start date depends on the method of contracting with Caltrans. For MPOs and RTPAs with a current Master Fund Transfer Agreement (MFTA), work may begin as early as January 2018. For awarded grantees that do not have a current MFTA with the Caltrans Office of Regional Planning (i.e. cities, counties, transit agencies, Tribal Governments), Caltrans will contract directly with the primary grant recipients through the Restricted Grant Agreement (RGA) process. For grant recipients that undergo the RGA contracting process, work may begin as early as April 2018, assuming the grantee has received a fully executed contract and has been notified by Caltrans district staff to begin work. It is important for applicants to reflect the estimated project start date in the Scope of Work and Project Timeline. Project Timeline constraints for both methods of contracting with Caltrans are provided below. Awardees are required to submit all supporting materials and a signed agreement or risk forfeiting the grant award.

Restricted Grant Agreement (RGA) Project Timeline

Consider these dates when developing the Scope of Work and Project Timeline:

April 2018

- Anticipated start date

February 28, 2020

- Contract expires **(no time extensions will be granted)**
- Reimbursable work must be completed

April 28, 2020

- All final invoices must be submitted to Caltrans for approval and reimbursement. This allows Caltrans sufficient time to comply with the State Controller's Office payment requirements.

Master Fund Transfer Agreement Project Timeline (MPOs/RTPAs Only)

Consider these dates when developing the Scope of Work and Project Timeline:

January 2018

- Anticipated start date

February 28, 2020

- Project end date **(no time extensions will be granted)**
- Reimbursable work must be completed

April 28, 2020

- A Final Request for Reimbursement must be submitted to Caltrans for approval and reimbursement. This allows Caltrans sufficient time to comply with the State Controller's Office payment requirements.

Contract Options for Native American Tribal Governments

Native American Tribal Governments have the following options for contracting with Caltrans:

- (1) Contracting with Tribes Directly – The authority Caltrans uses to contract with tribes directly comes from California Streets and Highways Code section 94, and is extremely limited. Caltrans Legal requires the tribes to provide a limited waiver of sovereign immunity. However, Caltrans Native American Liaison Branch makes sure that any waiver is very specifically limited in scope and in time to only applies to the contract itself (and to any possible audits). In an effort to streamline the RGA contracting process, there is a Sustainable Communities RGA boilerplate template for Native American Tribal Governments, available upon request.
- (2) Partnering with a Regional Agency – Another mechanism for contracting with Caltrans is to collaborate with an MPO or RTPA. Caltrans can pass through grant funding to tribes for planning projects where options or time are limited. This option uses the three-part contract, MFTA/OWP/OWPA, and is usually the quickest option to allow planning projects to get started.
- (3) Transferring Funds Pursuant to 23 U.S.C. 202(a)(9) – *Section 202(a)(9) of title 23, United States Code encourages cooperation between States and Tribes by allowing any funds received from a State, county, or local government to be credited to appropriations available for the Tribal Transportation Program (TTP). One potential source of such funding is funds apportioned or allocated to a State under title 23. Section 104(f)(3) allows the Secretary of Transportation to, at the request of a State, transfer among States, or to the FHWA, funds that have been so apportioned or allocated. This provision, used in conjunction with the authority under 23 U.S.C. 209(a)(9), allows State funds to be transferred to FHWA, which in turn would provide the funds to the specified Tribe. Please view [this document](#) for more information.*

Caltrans has successfully used the federal *Section 202(a)(9)* process to transfer Sustainable Communities Grant funds to a Native American Tribal Government. In order to use this transfer process, an agreement would need to be in place with FHWA or Bureau of Indian Affairs, the Tribe, and the State that clearly identifies the project and the roles and responsibilities of all parties. Each interagency fund transfer includes 1) a fund transfer template and 2) an addendum lining out the specifics of the terms. This option requires involvement and approval by Caltrans Legal and the funds must be used for the intended purpose of the awarded Sustainable Communities grant.

Grant Project Administration Requirements

Overall Work Program (for MPOs/RTPAs Only)

All MPOs and RTPAs must have the entire grant award and local match programmed in the FY 2017-2018 OWP no later than May 1, 2018. Approved grant projects must be identified as **individual** Work Elements in the current OWP and in future OWPs until the project is completed.

Quarterly Reporting

For MPOs and RTPAs, the progress of each awarded grant project must be included as part of the OWP Quarterly Progress and Expenditure Report. If this method of reporting is not adequately satisfied, Caltrans staff will require separate quarterly reports for each awarded grant project.

All other primary grant recipients shall submit progress reports every quarter for each awarded grant project. Caltrans district staff will provide the brief report form and due dates.

Final Product

All final reports funded through the Sustainable Transportation Planning Grant Program shall credit the Caltrans' financial participation on the cover or title page. An electronic copy of all final reports shall be forwarded to the Caltrans district office responsible for the administration and oversight of the grant.

Ownership

Any technologies or inventions that may result from the use of these grants are in the public domain and may not be copyrighted, sold, or used exclusively by any business, organization, or agency. Caltrans reserves a royalty-free, non-exclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use for public purposes.

Third Party Contracts

The agreements between a grantee and a sub-recipient, consultant, or sub-consultant are often referred to as "third party contracts." An eligible sub-applicant will be identified by an eligible applicant on the onset of the application. If a grantee or a sub-recipient is going to hire a consultant to perform work during the project, then proper procurement procedures must always be used.

Grantees may use their agency's procurement procedures as long as they comply with the Local Assistance Procedures Manual, Chapter 10. In addition, work can only be contracted if it has been stated in the applicant's Scope of Work and Project Timeline. A grantee is fully responsible for all work performed by its sub-recipient, consultant, or sub-consultant. Caltrans solely enters into a contract directly with the grantee; therefore, the grantee is responsible to ensure that all third parties adhere to the same provisions included in the contractual agreement between Caltrans and the grantee.

All government funded consultant procurement transactions must be conducted using a fair and competitive procurement process that is consistent with the Local Assistance Procedures Manual, Chapter 10. All documentation of third party contract procurements must be retained and copies of all agreements must be submitted to Caltrans. For more information on third party contracting, visit the following link:

Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>

Non-Discrimination Requirements

Title VI Non-Discrimination Requirement

Title VI of the U.S. Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance. A similar prohibition applies to recipients of state funds under California Government Code section 11135, which prohibits discrimination on the basis of race, color or national origin, as well as ethnic group identification, religion, age, sex, sexual orientation, genetic information, or disability. Specifically Title VI provides the following:

No person in the United States shall, on the ground of race, color, national origin, religion, sex, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving financial assistance from the Federal government.

The FHWA and the Federal Transit Administration each have requirements that recipients of Metropolitan Planning federal funds must demonstrate continued compliance with Title VI. Compliance with Title VI includes conducting meetings in a fair and reasonable manner that are open to all members of a community. Compliance reflects not only the law, but is also a good policy that builds the kind of trust and information sharing upon which successful planning is done. Even where a city or county may not be receiving federal funding for transportation, the Civil Rights Restoration Act of 1987 also obligates that a city or county comply with Title VI, if it receives any other federal funding for any program.

Disadvantaged Business Enterprises

The Road Repair and Accountability Act of 2017 requires Caltrans to develop a plan to increase, up to 100 percent, the dollar value of contracts/procurements awarded to Small Businesses, DBEs, and Disabled Veteran Business Enterprises (DVBES). Caltrans is required to have this plan by January 1, 2020. Until then, successful grant applicants are expected to market contracting opportunities to all small businesses, including DBEs and DVBES.

For details about DBE requirements, visit the Office of Regional Planning DBE website at: <http://www.dot.ca.gov/hq/tpp/offices/orip/DBE/DBE.html>.

Invoicing and Financial Requirements

Requests for Reimbursements

Grant payments are made only as reimbursements. Invoices or Requests for Reimbursements (RFR) need to be submitted no more frequently than monthly or at a minimum quarterly. Grantees must pay sub-recipients and subcontractors prior to submitting a RFR to Caltrans. A one-time, **lump sum RFR for the entire grant is not allowed**. Local match (cash and third party in-kind contributions) must be expended on a proportional basis coinciding with each grant Work Element (MPOs/RTPAs only) and/or tasks in each RFR. The proportional expenditure of local match must

be clearly identified in the Project Timeline. The minimum required local match (i.e., 11.47 percent) must be rendered during the invoicing period to which the matching requirement applies. The minimum required local match must also be satisfied with each RFR.

Local Match Contribution

All grants require a local match. Revenue sources for a local match can include local sales tax, special bond measures, private donations, private foundations, etc. The Sustainable Communities grants require the applicant to provide a minimum 11.47 percent local match—any source of funds may be used if the proposed grant work is an eligible activity for the local match fund source. The minimum local match is a percentage of the total project cost (i.e., minimum local match amount plus the grant amount). The local match can be all cash, all third party in-kind contributions, or a combination of the two.

To better assist applicants, the Local Match Calculator can be found at:

http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/2015/Match_Calculator.xlsx

Third Party In-Kind Contributions

Third party in-kind contributions are typically goods and services donated from outside the primary grantee's agency. Examples of third party in-kind contributions include donated printing, facilities, interpreters, equipment, advertising, time and effort, staff time, and other goods and services. The value of third party in-kind contributions must be directly benefiting and specifically identifiable to the project. Third party in-kind contribution information must be identified on the Grant Application Cover Sheet, the Project Timeline, and the project specific Work Element in the OWP (if applicable).

If third party in-kind contributions are used to satisfy the local match requirements, a third party in-kind valuation plan must also be submitted to Caltrans for approval as a condition of grant acceptance. The third party in-kind valuation plan is an itemized breakdown by task and serves as documentation for the goods and/or services to be rendered. The Third Party In-Kind Valuation Plan Checklist and Sample are provided on Pages 44-45.

Accounting Requirements

Grantees are required to maintain an accounting and record system that properly accumulates and segregates incurred project costs and matching funds by line item. The accounting system of the grantee, including its sub-applicants and subcontractors, must conform to Generally Accepted Accounting Principles that enable the determination of incurred costs at interim points of completion and provides support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable project costs must comply with 2 Code of Federal Regulations (CFR), Part 200. It is the grantee's responsibility, in conjunction with Caltrans district staff, to monitor work and expenses to ensure the project is completed according to the contracted Scope of Work and Project Timeline. Grantees must monitor work and costs to ensure invoices are submitted on a regular and timely basis (monthly or quarterly as milestones are completed). Grantees must communicate with their local Caltrans district office to ensure any issues are addressed early during the project period.

Indirect and Direct Costs

Indirect costs require an Indirect Cost Allocation Plan (ICAP). For example, reproduction costs, computer rental and office supplies are considered indirect costs. However, if these costs are tied to a specific task or activity, they are considered direct costs.

If a grantee, including sub-recipients and third party contractors/consultants, are seeking reimbursement of indirect costs, they must annually submit an ICAP or an Indirect Cost Rate

Proposal (ICRP) to Caltrans Audits and Investigations for review and approval prior to reimbursement. An ICAP or ICRP must be prepared and submitted in accordance with 2 CFR, Part 200. For more information visit the following website:

Indirect Cost Allocation Plan: http://www.dot.ca.gov/hq/audits/icap_icrp.html

Due to the competitive nature of the grant award process, applications must include any indirect costs in the Project Timeline. Indirect costs can only be reimbursed if they are identified in the Project Timeline submitted with the initial application.

Travel Expenses

Grantees may be eligible to claim travel expenses if they have been approved in the Scope of Work and Project Timeline. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Personnel Administration for similar employees (i.e. non-represented employees). For more information on eligible travel expenses, visit the following website:

Caltrans Travel Guide: <http://www.dot.ca.gov/hq/asc/travel/>

Pre-Award Audit

The Sustainable Communities grants are available in amounts up to \$1 million. However, any awarded grant in excess of \$250,000 may require a pre-award audit. The pre-award audit is to ensure that recipients of state funds maintain adequate financial management systems prior to receiving the funds. Pre-award audits may be required of new grantees, agencies that have not recently been audited, agencies that have undergone prior audits with significant weaknesses or deficiencies in their financial management systems, or those determined to be a higher risk to Caltrans. If a pre-award audit is needed, the local Caltrans district office will contact the grantee to facilitate the appropriate action.

Application Preparation

The Sustainable Transportation Planning Grant Program is highly competitive. This section provides applicants with supplemental information as well as details on required documents that must accompany an application at the time of submittal. All applicants are strongly encouraged to adhere to these requirements in order to score competitively during the application evaluation process.

Early Coordination with Primary Applicants

Sub-applicants are encouraged to work far in advance of the application deadline with the appropriate primary applicant to coordinate application development. It is also beneficial for sub-applicants to be informed of the appropriate primary applicant process and schedule, as they may differ slightly from those of Caltrans. RTPAs residing within MPO boundaries should also coordinate application development with the MPO, as it is critical to ensure that proposed studies align with the RTP/SCS for the entire MPO region and do not duplicate efforts being applied for or already awarded to the MPO.

Technical Assistance

Caltrans district staff (See Pages 49-50) is available during the application period to answer questions and help interested groups complete their applications.

For questions specific to the Grant Application Guide, applicants are also welcomed to contact the Caltrans Office of Regional Planning:

Erin Thompson Email: Erin.Thompson@dot.ca.gov Phone: (916) 654-2596	Priscilla Martinez-Velez Email: Priscilla.Martinez-Velez@dot.ca.gov Phone: (916) 651-8196
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For questions about “Planning for Housing” (See Pages 9-10) please contact the Department of Housing and Community Development:

Paul McDougall Email: Paul.McDougall@hcd.ca.gov Phone: (916) 263-7420
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Required Documents

Use the samples and checklists provided for the following required documents:

- Application
- Scope of Work
- Project Timeline
- Third Party In-Kind Valuation Plan, if applicable

A **map of the project area** is also required to clearly identify the boundaries of the project area and to context for the project.

Additional Documents

The following documents are not required, but enhance the overall application and typically result in a more competitive application during the evaluation process:

- **Letters of Support**
 - If submitted, letters of support must be included with the application package. Letters received separate from the application package may not be considered. The letters should be addressed to the applicant. Such letters can come from community-based organizations, local governments, Native American Tribal governments, service agencies, and elected officials.
- **Graphics**
 - Photographs, maps, planning diagrams, land use or design illustrations, or other relevant graphic representations of the proposed project area convey existing conditions and help to further explain the need for the grant and the priority of the proposed planning project with respect to community need.
- **Safety Data**
 - Statistical data such as pedestrian-vehicle injuries/crashes or fatalities resulting from lack of safe infrastructure, or other road conditions that contribute to possible injuries. This information may be obtained from police reports, transit agencies, National Highway Traffic Administration or the Governor's Highway Safety Association.
- **Travel Mode Data**
 - Data on mode share, commute patterns, accessibility for low-income and disadvantaged populations, access to job centers, or other data to show the need and potential for mode shift to non-auto transportation modes.
- **Other Data**
 - As applicable, to indicate the need and potential for reducing VMT and GHG, where available.

Tips and Scoring Criteria for a Successful Grant Application

General Tips
Consult with your district representative for technical assistance before the application deadline.
Use the Samples and Checklists provided for the Application, Scope of Work, and Project Timeline.
Include Caltrans as an active partner in the study.
Provide letters of support and project area photographs to enhance the application.
Best Practices and Overarching Objectives
Identify and concisely describe the best practices cited in the 2017 RTP Guidelines, Appendices K and K, that would be employed in the proposed planning project.
Identify and concisely describe how the proposed planning project addresses the Grant Program Overarching Objectives (Grant Application Guide, Page 3)
Project Summary
Concisely describe the project in less than 100 words. Explain <i>“What parties are involved, the proposed major milestones, the plan/study start/end dates, the general project area boundaries, and why the project is necessary.”</i>
Project Justification
Clearly define and explain the transportation problem or deficiency that the project will attempt to address. Why is it critical to address the problem now? Make the case for a critical need that the project will address and support it with verifiable data, if available.
Successful Applications should include: Justification for how the project area meets their definition of a disadvantaged community. The optional tools in the grant guide, related to environmental justice and health, are intended to help applicants define a very context-dependent definition of a disadvantaged community. Regionally and/or locally defined disadvantaged communities are acceptable. Applicants may also include other population characteristics, such as income or level of education.
Grant Specific Objective
Demonstrate how the project fits every aspect of the Grant Specific Objective, <i>as appropriate for the applicant and project type. Some guidance is provided below; however it is not intended to be all inclusive.</i>
Planning for Housing and Housing Element Compliance
Scoring Criteria:
<i>Cities and Counties:</i> Reduction of 7 points for cities and counties that do not have a compliant housing element and annual progress reports.
<i>MPOs and RTPAs, Tribal Governments, and Transit Agencies:</i> Reduction of 7 points for applicants that do not demonstrate housing and transportation integration and/or do not commit to coordinate housing and transportation in future policies and programs.
Successful Applications should include:
<i>Cities and Counties:</i> Housing Element must be adopted by grant application deadline (October 20 th) and HCD must find it in compliance by date of award recommendation (~December). 2013-2016 APRs must be submitted by date of award recommendation. If applicant has not submitted APRs by grant application deadline, they must commit to submitting them by date of award recommendation to receive full points.
<i>MPOs and RTPAs, Tribal Governments, and Transit Agencies:</i> Should demonstrate how they integrate housing planning into their policies, programs and project or commit to coordinate housing and transportation in future policies and programs.

*Examples: Metropolitan Transportation Commission/Association of Bay Area Governments' **One Bay Area Grant Program** ties transit funding for jurisdictions to housing planning.*

***TransNet Smart Growth and TransNet Active Transportation Grant Programs** require that jurisdictions receiving program funds have compliant Housing Elements and complete Annual Progress Reports to report on housing production.*

Community Engagement

Successful Applications should include:

Evidence of additional public outreach measures that promote access to decision-making and program implementation for all segments of the community, including special needs populations, disadvantaged communities, and a variety of socio-economic groups (e.g. households across the income and employment spectrum, ethnically and racially diverse households).

Note: The applicant should increase efforts beyond basic public noticing and public hearings.

Options for demonstrating additional public outreach could include, but are not limited to:

- Conducting targeted outreach to community groups representing special needs populations, disadvantaged communities and a variety of socio-economic groups through various methods.
- Using a variety of outreach methods to optimize participation, such as creating and marketing user-friendly survey websites for public feedback, conducting surveys in multiple languages to collect input on local citizens' priorities, and carrying out meetings at accessible times and meeting locations (e.g., using community group buildings, providing onsite childcare services, etc.).

Transportation, Land use, and Housing Integrated Planning

Successful Applications should include:

Narrative and any relevant supporting or illustrative data describing how the proposed project integrates land use and transportation, including how transportation and land use agencies or jurisdictions are actively collaborating on the project in all project phases. See list of examples of projects that coordinate land use and transportation on Grant Application Guide, Pages 12-14.

Letters of support from relevant local agencies that not only provide support for the project, but also confirm that the proposed project involves a coordinated approach to integrating land use and transportation in all phases of project planning and implementation.

State Priorities and/or RTP SCS promotion and alignment

Successful Applications should include:

Letters of support from local agencies that not only provide support for the project, but also confirm that the proposed project helps to implement the RTP SCS and/or State priorities.

Project Management

Scope of Work: Identify the project area demographics, public participation, and project implementation.

Project Timeline: Identify the current indirect cost rate *if* indirect costs will be sought for reimbursement. If FY 2017-2018 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.

Keep administrative project tasks below 5 percent of the grant amount requested.

Ensure the correct minimum local match amount, calculated as a percentage of the total project cost (grant plus local match), is provided.

Application Submittal Instructions

All grant application packages are required to be submitted **via e-mail**. **An agency may only submit one application package per e-mail**. The Caltrans district contact must be copied (refer to the **District Contact List** on Pages 49-50) and the subject line needs to identify the district number, grant program, and *brief* project title (e.g., D1, SC, City of Can Do Planning Project). The required items outlined on the Grant Application Checklist on Page 27 must be attached to the e-mail as separate documents.

Please submit your application package to: Regional.Planning.Grants@dot.ca.gov

**APPLICATIONS MUST BE SUBMITTED VIA E-MAIL NO LATER THAN
FRIDAY, OCTOBER 20, 2017
BY 5:00 PM**

**HARD COPIES WILL NOT BE ACCEPTED AND
LATE APPLICATIONS WILL NOT BE REVIEWED**

The Grant Application Guide, application form, and required templates are available at the following website: <http://www.dot.ca.gov/hq/tpp/grants.html>

Caltrans anticipated award list and
California Transportation Commission allocation: **December 2017**

Download the latest version of [Adobe Reader DC](#)® to complete the application form. This version of Adobe is available free of charge.

Caltrans district staff is available during the application period to answer questions and help interested groups complete their applications. Refer to the District Contact List on Pages 49-50 for contact information.

Grant Application Checklist

The following documents are required and must be submitted via e-mail as separate attachments. Please do not combine documents into a single attachment. Please keep file names brief, as files become corrupted when the names are too long.

Refer to the Grant Application Guide for additional information and/or samples. Failure to include any of the required documents will result in a reduced application score.

Required Application Documents (Required formats/templates are provided online at: <http://www.dot.ca.gov/hq/tpp/grants.html>)

- ☐ Application (Complete and submit the PDF form in the exact format provided online at <http://www.dot.ca.gov/hq/tpp/grants.html> - **Scanned or hard copies of the application will not be accepted**)
- ☐ Application Signature Page (print, sign, and scan this page in PDF format)
- ☐ Scope of Work (Microsoft Word format) – see Pages 37-41
- ☐ Project Timeline (Microsoft Excel format) – see Pages 42-43
- ☐ Third Party In-Kind Valuation Plan (Microsoft Excel format), if applicable – see Pages 44-45
- ☐ Map of Project Area

Supplemental Information (See descriptions on Page 23):

- ☐ Graphics of Project Area (when applicable)
- ☐ Letter(s) of Support
- ☐ Data

Grant Application Preview

Pages 18 – 25 provide a preview of the Sustainable Communities Grant Application form for FY 2017-18. Applicants can access the grant application form at:
<http://www.dot.ca.gov/hq/tpp/grants.html>.

APPLICATION PREVIEW

FY 2017-18

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING SUSTAINABLE COMMUNITIES GRANT APPLICATION

PROJECT TITLE	
PROJECT LOCATION (city and county)	

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization			
Mailing Address			
City			
Zip Code			
Executive Director/designee and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
E-mail Address			
Contact Person and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
Contact E-mail Address			
Phone Number			

FUNDING INFORMATION

Use the Match Calculator to complete this section.

[Match Calculator](#)

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$	\$	\$	\$

Specific Source of Local Cash Match

(i.e., local transportation funds, local sales tax, special bond measures, etc.)

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APPLICATION PREVIEW

FY 2017-18

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING SUSTAINABLE COMMUNITIES GRANT APPLICATION

LEGISLATIVE INFORMATION*			
Information in this section must directly be tied to the applicant's address. All legislative members in the project area do not need to be listed.			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District

*Use the following link to determine the legislators.
<http://findyourrep.legislature.ca.gov/> (search by address)

Please identify the best practices cited in the 2017 Regional Transportation Plan (RTP) Guidelines, Appendices K and L, that would be employed in the proposed transportation planning grant project. Select only those that apply and provide an explanation. For future grant cycles, this section may be considered for points and/or threshold requirements. For now, these items are for tracking and reporting purposes only and are not associated with points, and may not result in a higher score.

☐ Coordination with Other Planning Processes

Please explain how: _____

☐ Regional Travel Demand Modeling and Analysis

Please explain how: _____

☐ RTP Consultation and Coordination

Please explain how: _____

☐ Integrating Ecological Considerations into Transportation Planning

Please explain how: _____

☐ RTP Financial Overview

Please explain how: _____

☐ RTP Modal Discussion

Please explain how: _____

APPLICATION PREVIEW
FY 2017-18
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

☐ Transportation System Management and Operations

Please explain how: _____

☐ Future of Transportation and New Technology

Please explain how: _____

☐ Sustainable Communities Strategy (SCS) Contents and Development

Please explain how: _____

☐ Land Use and Transportation Strategies to Address Regional GHG Emissions

Please explain how: _____

☐ Adaptation of the Regional Transportation System to Climate Change

Please explain how: _____

☐ Performance Measures

Please explain how: _____

☐ Policies and Programs that Promote Health and Health Equity

Please explain how: _____

Please identify the Grant Program Overarching Objectives (Grant Application Guide, Page 3) that the proposed transportation planning grant project will address. Select all that apply and provide an explanation.

☐ Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals, preserving the State’s natural and working lands, and preserving the unique character and livability of California’s communities.

Please explain how: _____

☐ Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and Local planning growth and economic development patterns.

Please explain how: _____

APPLICATION PREVIEW
FY 2017-18
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

- ☐ Mobility – Increase the accessibility of the system and mobility of people and freight.

Please explain how: _____

- ☐ Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.

Please explain how: _____

- ☐ Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Please explain how: _____

- ☐ Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises, etc.).

Please explain how: _____

- ☐ Health – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Please explain how: _____

- ☐ Social Equity – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Please explain how: _____

APPLICATION PREVIEW
FY 2017-18
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

1. Project Description (100 words maximum) (15 points): Briefly summarize project.

A good project description is one that can summarize the project in a clear and concise manner, including major deliverables and any connections to state or regional planning efforts.

APPLICATION PREVIEW

FY 2017-18

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING SUSTAINABLE COMMUNITIES GRANT APPLICATION

- 2. Project Justification (Do not exceed the space provided.) (25 points):** Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project.

This section needs to clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.). Competitive applications support the need for the project with empirical data, describe how this project addresses issues raised, and describe the impact of not funding the project. Also include a justification for how the project area is defined as a disadvantaged community. The optional tools in the Grant Application Guide (Pages 5-7) related to environmental justice and health, are intended to help applicants define a very context-dependent definition of a disadvantaged community. Regionally and/or locally defined disadvantaged communities are acceptable. Applicants may also include other population characteristics, such as income or level of education.

APPLICATION PREVIEW
FY 2017-18
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

3. Grant Specific Objective (Do not exceed the space provided.) (30 points): Explain how the proposed project addresses the grant specific objective of the Sustainable Communities grant program: to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives (Grant Application Guide, Page 3).

Applicants should demonstrate how the proposed effort would:

- Integrate Grant Program Considerations (Grant Application Guide, Pages 3-10) –
 - California Transportation Plan (CTP) 2040
 - 2017 RTP Guidelines and Promoting Sustainable Communities in California
 - Addressing Environmental Justice and Disadvantaged Communities
 - Proposed 2017 Climate Change Scoping Plan Update, Appendix C
 - Complete Streets and Smart Mobility Framework
 - Climate Ready Transportation
 - Planning for Housing
- Advance transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
- Identify and address mobility deficiencies in the multimodal transportation system including the mobility needs of environmental justice and disadvantaged communities, including Native American Tribal Governments and rural communities
- Encourage stakeholder collaboration
- Involve active community engagement
- Coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc. Examples of transportation components include, but are not limited to, planning for:
 - New or expanded transit service
 - New or expanded bike or pedestrian infrastructure
 - Complete Streets
 - Removing or reducing barriers created by transportation infrastructure such as highways, overpasses and underpasses, that create disconnected communities

Examples of land use components include but are not limited to:

- An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes;
- Creation of a transit-oriented development overlay zone or other special zoning district around key transportation corridors or nodes;
- Studies, plans and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc. that are near sensitive land uses such as homes, schools, parks, etc. or potentially impacted by climate change.
- Promote the region's RTP SCS (where applicable), State planning priorities (Government Code Section 65041.1) and climate adaptation goals (Safeguarding California)
- Ultimately result in funded and programmed multimodal transportation system improvements

APPLICATION PREVIEW
FY 2017-18
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

4. Project Management (30 points)

- A. Scope of Work in required Microsoft Word format (15 points)
- B. Project Timeline in required Microsoft Excel format (15 points)

See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 36-42), also online at: <http://www.dot.ca.gov/hq/tpp/grants.html>.

APPLICATION PREVIEW
FY 2017-18
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-Applciant)

Print Name

Title

Date

Scope of Work Checklist

The Scope of Work is the official description of the work that is to be completed during the contract. **The Scope of Work must be consistent with the Project Timeline. Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

The Scope of Work must:

- ☐ Use the Fiscal Year 2017-18 template provided and in Microsoft Word format
- ☐ List all tasks and sub-tasks using the same title as stated in the project timeline
- ☐ Include task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline
- ☐ List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant)
- ☐ Include a thorough Introduction to describe the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
- ☐ Include a thorough and accurate narrative description of each task and sub-task
- ☐ Include a task for a kick-off meeting with Caltrans at the start of the grant
- ☐ Include a task for procurement of consultants, if consultants are needed
- ☐ Include a task for invoicing
- ☐ Include a task for quarterly reporting to Caltrans
- ☐ Include detailed public participation and services to diverse communities
- ☐ Include project implementation/next steps
- ☐ List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline
- ☐ EXCLUDE environmental, complex design, engineering work, and other ineligible activities

Sample Scope of Work

City of Can Do Complete Street Plan

The City of Can Do Complete Street Plan will provide a conceptual multi-modal planning foundation for the City's downtown main street corridor. The Plan will be used to evaluate how different complete street features enhance or detract from the vision of the community. The city intends to gather public input through interactive community workshops which will be the driving factor of the planning process. The City of Can Do Complete Street Plan will contain conceptual design only. It is the City of Can Do's intent that once this plan is complete, it will lead to implementation and development.

The scope of work shown below reflects the anticipated process and deliverables for the City of Can Do Complete Street Plan.

RESPONSIBLE PARTIES

The City of Can Do with the assistance of a consulting firm will perform this work. The City has not yet selected a consulting firm and the proper procurement procedures will be used through a competitive RFP process. City staff anticipates these figures will not differ substantially and will not exceed the grant request amount.

OVERALL PROJECT OBJECTIVES

- Reduce street crown and replace surface with enhanced and/or porous street pavers.
- Widen sidewalk and include fully accessible ramp improvements at intersections.
- Add and improve bicycle lanes.
- Improve bike and pedestrian connectivity for residents of nearby apartments and homes.
- Install street trees with grates and tree grates for existing trees that can be preserved.
- Install pedestrian-scale street lighting at intersections.
- Install street furniture and other design features.
- Apply "green street" concepts, such as storm water planter boxes and porous pavement where possible.
- Include conceptual designs for underground utilities.
- Include conceptual designs to improve drainage conveyance.

1. Project Initiation

Task 1.1: Project Kick-off Meeting

- The City will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- Responsible Party: The City

Task 1.2: Staff Coordination

- Monthly face-to-face project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.
- Responsible Party: The City

Task 1.3: RFP for Consultant Services

- Complete an RFP process for selection of a consultant using the proper procurement procedures.
- Responsible Party: The City

Task 1.4: Identify Existing Conditions

- Gather existing conditions and background data by identifying opportunities and constraints as well as standards that should be used to guide preparation of the plan such as existing and planned land uses, population characteristics, and travel projections within the City.
- Inventory and evaluate existing bicycle and pedestrian facilities and nearby apartments and homes.
- Responsible Party: Consultant

Task	Deliverable
1.1	<i>Meeting Notes</i>
1.2	<i>Monthly Meetings Notes</i>
1.3	<i>Copy of Procurement Procedures and Executed Consultant Contract</i>
1.4	<i>Existing Conditions Report</i>

2. Public Outreach

Note: All meetings will be publically noticed to ensure maximum attendance. All public notices will be in English and Spanish. Spanish translators and sign language interpreters will be present at all workshops.

Task 2.1: Community Workshop #1

- Walking tour and workshop. This workshop will introduce the project to the public, define project parameters, inform the community of project opportunities and constraints, and solicit opinions from the community to shape Task 3.1, Develop Streetscape Concept.
- Responsible Party: Consultant

Task 2.2: Community Workshop #2

- An interactive workshop that will use clicker technology, modeling tools, and maps to present the streetscape design concept alternatives. Community will decide on preferred alternatives. Continue to solicit feedback from the community to shape Task 3.3, Draft Complete Street Plan.
- Responsible Party: Consultant

Task 2.3: Community Workshop #3

- Present Draft Design Concept and Report and continue to solicit feedback for public comments to shape Task 3.3, Draft Complete Street Plan and Task 3.6, Final Complete Street Plan.
- Responsible Party: Consultant

Task	Deliverable
2.1	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
2.2	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
2.3	<i>PowerPoint Presentation, Workshop Summary, Photos</i>

3. Streetscape Plan

Task 3.1: Develop Streetscape Concept

- Based on the existing conditions report and the community input from Workshop #1, a streetscape concept will be developed. Streetscape conceptual design will incorporate complete streets concepts and will include plans, sketches, and photos.
- Responsible Party: Consultant

Task 3.2: Develop Conceptual Design Concept Alternatives

- Up to three complete street conceptual design alternatives will be developed. Illustrations will be made in plan-view, as street cross sections, and as sketches. A model simulation will be developed for each alternative. The alternatives will be prepared and presented at Community Workshop #2.
- Responsible Party: Consultant

Task 3.3: Draft Complete Street Plan

- Based on the preferred design alternative chosen in Workshop #2, a draft report will be prepared. The draft report will be presented at Workshop #3 for public comment.
- Responsible Party: Consultant

Task 3.4: Identify Potential Funding Sources

- Review and identify potential funding sources for future implementation of the preferred alternative.
- Responsible Party: Consultant

Task 3.5: Joint Planning/Parking and Safety/Bicycle/Housing Advisory Commission Meeting

- Coordinate a joint session among the four commissions to review the draft report and conceptual design alternative. Solicit feedback, respond to any questions, and resolve any critical issues.
- Responsible Party: The City/Consultant

Task 3.6: Final Complete Street Plan

- Complete the final report that addresses the comments given from Workshop #3 and the Joint Commission Meeting. Four hard-copies and four electronic copies of the final report will be submitted to Caltrans. Credit of the financial contribution of the grant program will be credited on the cover of the report.
- Responsible Party: Consultant

Task 3.7: City Council Adoption

- Present the final Complete Street Plan at the City Council meeting. Resolve any critical issues. Adopt final City of Can Do Complete Street Plan.
- Responsible Party: The City/Consultant

Task	Deliverable
3.1	<i>Sketches, illustrations</i>
3.2	<i>Sketches, illustrations</i>
3.3	<i>Draft Report</i>
3.4	<i>Funding Source Report</i>
3.5	<i>PowerPoint Presentation, Workshop Summary, Photos</i>
3.6	<i>Final Report</i>
3.7	<i>Meeting Notes</i>

4. Fiscal Management**Task 4.1: Invoicing**

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- Responsible Party: The City

Task 4.2: Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- Responsible Party: The City

Task	Deliverable
4.1	<i>Invoice Packages</i>
4.2	<i>Quarterly Reports</i>

Project Timeline Checklist

The Project Timeline is the official documentation of the budget and time frame of the project. **The Project Timeline must be consistent with the Scope of Work and the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

The Project Timeline must:

- ☐ Use the Fiscal Year 2017-18 template provided (do not alter the template) and submitted in Microsoft Excel format
- ☐ List all tasks and sub-tasks with the same title as stated in the scope of work
- ☐ Include task and sub-task numbers in proper sequencing, consistent with the scope of work
- ☐ Include a task for a kick-off meeting with Caltrans at the start of the grant
- ☐ Include a task for procurement of consultants, if consultants are needed
- ☐ Include a task for quarterly reporting to Caltrans
- ☐ Include a task for invoicing
- ☐ List the responsible party for each task and sub-task, and ensure that it is consistent with the scope of work (i.e. applicant, sub-applicant, or consultant)
- ☐ Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match
- ☐ State a realistic total cost for each task based on the work that will be completed. Project management/administration costs should not exceed 5% of the grant amount requested
- ☐ Include a proportional spread of local match amongst each task. The match amount must be at least the minimum amount required by the grant program
- ☐ Identify the indirect cost rate if indirect costs will be reimbursed
- ☐ Include a best estimate of the amount of time needed to complete each task
- ☐ Start the timeframe at the beginning of the grant period (January 2018 for MPO/RTPAs; April 2018 for non-MPO/RTPAs)
- ☐ Extend the timeframe all the way to the end of the grant period (February 2020 for all grantees)
- ☐ List the deliverable for each task as stated in the scope of work

**California Department of Transportation
Sustainable Transportation Planning Grants
Fiscal Year 2017-18**

SAMPLE PROJECT TIMELINE

Project Title		City of Can Do Complete Street Plan										Grantee		The RTPA of Can Do																	
Task Number	Task Title	Responsible Party	Budget				Local In-Kind Match	FY 2019/20												Deliverable											
			Total Cost	Grant Amount	Local Cash Match	J		A	S	O	N	D	J	F	M	A	M	J													
Project Initiation																															
1.1	Project Kick-off Meeting	The City	\$970	\$776	\$194	\$0																									Meeting Notes
1.2	Staff Coordination	The City	\$3,000	\$2,400	\$600	\$0																									Monthly Meeting Notes
1.3	RFP for Consultant Services	The City	\$1,500	\$1,200	\$300	\$0																									Copy of Procurement Procedures and Executed Consultant Contract
1.4	Identify Existing Conditions	Consultant	\$2,400	\$1,920	\$480	\$0																									Existing Conditions Report
Public Outreach																															
2.1	Community Workshop #1	Consultant	\$17,743	\$13,949	\$3,200	\$349																									PowerPoint Presentation, Workshop Summary, Photos
2.2	Community Workshop #2	Consultant	\$17,744	\$13,995	\$3,199	\$350																									PowerPoint Presentation, Workshop Summary, Photos
2.3	Community Workshop #3	Consultant	\$17,743	\$14,194	\$3,530	\$18																									PowerPoint Presentation, Workshop Summary, Photos
Streetscape Plan																															
3.1	Develop Streetscape Concept	Consultant	\$25,000	\$20,000	\$5,000	\$0																									Sketches, Illustrations
3.2	Develop Conceptual Design Concept Alternatives	Consultant	\$12,000	\$9,600	\$2,400	\$0																									Sketches, Illustrations
3.3	Draft Complete Street Plan	Consultant	\$18,000	\$14,400	\$3,600	\$0																									Draft report
3.4	Identify Potential Funding Sources	Consultant	\$1,500	\$1,200	\$300	\$0																									Funding Source Report
3.5	Joint Planning/Parking and Safety/Bicycle Advisory Commission Meeting	The City/Consultant	\$2,200	\$1,760	\$440	\$0																									PowerPoint Presentation, Workshop Summary, Photos
3.6	Final Complete Street Plan	Consultant	\$7,000	\$5,600	\$1,400	\$0																									Final Report
3.7	City Council Adoption	The City/Consultant	\$500	\$400	\$100	\$0																									Meeting Notes
Fiscal Management																															
4.1	Invoicing	The City	\$1,000	\$800	\$200	\$0																									Invoice Packages
4.2	Quarterly Reports	The City	\$1,200	\$960	\$240	\$0																									Quarterly Reports
TOTALS			\$128,054	\$103,154	\$25,183	\$717																									

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities.

Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: _____ %

This sample timeline is for illustrative purposes only. Your scope of work and timeline will include different tasks, funding amounts, deliverables, etc. The project timeline must be consistent with the scope of work. **Note:** Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the at least the minimum required match percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements.

Third Party In-Kind Valuation Plan Checklist

The Third Party In-Kind Valuation Plan is an itemized breakdown by task and sub-task and serves as documentation for the goods and/or services to be donated. **The Third Party In-Kind Valuation Plan must be consistent with the information provided on the Project Timeline and Grant Application Cover Sheet.**

This document is required upon grant award as a condition of grant acceptance.

The third party in-kind valuation plan must:

- ☐ Use the FY 2017-18 template provided (do not alter the format).
- ☐ Name the third party in-kind local match provider
- ☐ Describe how the third party in-kind local match will be tracked and documented for accounting purposes
- ☐ Describe the fair market value of third party in-kind contributions and how the values were determined
- ☐ Include an itemized breakdown by task and sub-task consistent with the project timeline
- ☐ Identify consistent in-kind local match amount also reflected on the grant application cover sheet

Sample Third Party In-Kind Valuation Plan

Sample Third Party In-Kind Valuation Plan

Task	Activity	Title	Name of In-Kind Match Provider	Fair Market Value Determination	Fair Market Value or Hourly Rate	Number or Hours	Estimated Cost	
2.1	Community Workshop #1	Donated Workshop Conference Room	CBO	The rental rate is established by CBO.	\$50	4	\$200	
		Workshop Volunteer	Joe Smith, CBO	City of Can Do researched the cost for workshop facilitators and determined the average rate.	\$43	4	\$170	
2.2	Community Workshop #2	Use of Projector and Laptop	CBO	The rental rate is established by CBO.	\$50	4	\$200	
		Workshop Volunteer	Joe Smith, CBO	City of Can Do researched the cost for workshop facilitators and determined the average rate.	\$43	4	\$170	
2.3	Community Workshop #3	Copies and Flyers	CBO	Average Copy Costs	\$0.35	570	\$200	
		Workshop Volunteer	Joe Smith, CBO	City of Can Do researched the cost for workshop facilitators and determined the average rate.	\$43	4	\$170	
		Total In-kind Match :						\$1,111

How the third party in-kind match will be documented for accounting purposes:	The third party in-kind provider will submit a statement for donated services rendered to the City of Can Do with the value of the estimated cost for each task noted.
--	--

Local Resolution Checklist (Not Applicable to MPO/RTPAs)

A Local Resolution is NOT required at the grant application stage; however, it is required upon award, as a condition of grant acceptance.

The Local Resolution must:

- ☐ State the title of the project ①
- ☐ State the job title of the person authorized to enter into a contract with Caltrans on behalf of the applicant ②
- ☐ NOT be more than a year old or will not be accepted ③
- ☐ Be signed by the governing board of the grant applicant ④

Sample Local Resolution

CITY OF CAN DO RESOLUTION NO. 009-2012

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY OF CAN DO AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE CITY OF CAN DO COMPLETE STREET PLAN

1

WHEREAS, the Board of Directors of the City of Can Do is eligible to receive Federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation;

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs;

WHEREAS, the City of Can Do wishes to delegate authorization to execute these agreements and any amendments thereto;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City of Can Do, authorize the Executive Director, or designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

APPROVED AND PASSED this 4th day of August, 2015.

3

4

John Doe, Chair

ATTEST:

Eileen Wright, Executive Director

CALIFORNIA

Metropolitan Planning Organizations(MPOs) and Regional Transportation Planning Agencies (RTPAs)

Legend:

- RTPAs within MPOs
- MPO Areas
- Non-MPO Rural RTPA Areas
- Caltrans District Boundary

MPOs and RTPAs:

- AMBAG¹ Association of Monterey Bay Area Governments
- BCAG Butte County Association of Governments
- FCOG Fresno Council of Governments
- KCAG Kings County Association of Governments
- KCOG Kern Council of Governments
- MCAG Merced County Association of Governments
- MCTC Madera County Transportation Commission
- MTC² Metropolitan Transportation Commission
- SACOG³ Sacramento Area Council of Governments
- SANDAG San Diego Association of Governments
- SJCOC San Joaquin Council of Governments
- SLOCOG San Luis Obispo Council of Governments
- SBCAG Santa Barbara County Association of Governments
- SRTA Shasta Regional Transportation Agency
- SCAG⁴ Southern California Association of Governments
- StanCOG Stanislaus Council of Governments
- TCAG Tulare County Association of Governments
- TRPA⁵ Tahoe Regional Planning Agency

Footnotes:

- ¹AMBAG includes SCCRTC, TAMC, and SBTCOG. All retain RTPA status.
- ²MTC covers a nine county region.
- ³SACOG is the RTPA for Sacramento, Sutter, Yolo, and Yuba Counties. It is the MPO for the federally designated ozone non-attainment area in Sacramento, Yolo, Yuba, Sutter, Placer, and El Dorado Counties. Placer and El Dorado Counties retain RTPA status up to the crest of the Sierras.
- ⁴SCAG covers a six county region that serve as County Transportation Commissions: ICTC, LAMTA, OCTA, RCTC, SBCTA, and VCTC.
- ⁵TRPA is a multi-state MPO created by federal law. It covers portions of El Dorado and Placer counties as well as Washoe and Douglas counties in Nevada.

Caltrans Sustainable Transportation Planning Grants District Contact List

DISTRICT	CONTACT	MPO/RTPA
DISTRICT 1 1656 Union Street P.O. Box 3700 Eureka, CA 95502	Mendocino and Lake Counties Rex Jackman (707) 445-6412 Email: rex.jackman@dot.ca.gov Del Norte and Humboldt Counties Kevin Tucker (707) 441-5770 Email: kevin.tucker@dot.ca.gov	<ul style="list-style-type: none"> • Del Norte LTC • Humboldt CAOG • Lake CCAPC • Mendocino COG
DISTRICT 2 1657 Riverside Drive Redding, CA 96001	Kathy Grah (530) 229-0517 Email: kathy.grah@dot.ca.gov	<ul style="list-style-type: none"> • Lassen CTC • Tehama CTC • Modoc LTC • Trinity CTC • Plumas CTC • Siskiyou CLTC • Shasta RTA
DISTRICT 3 703 B Street Marysville, CA 95901	Kevin Yount (530) 741-4286 Email: kevin.yount@dot.ca.gov	<ul style="list-style-type: none"> • Butte CAG • Sierra LTC • Colusa CTC • Glenn CTC • El Dorado CTC • Nevada CTC • Placer CTPA • Sacramento Area COG • Tahoe MPO
DISTRICT 4 111 Grand Avenue P.O. Box 23660 Oakland, CA 94623-0660	Becky Frank (510) 286-5536 Email: becky.frank@dot.ca.gov Blesilda Gebreyesus (510) 286-5575 Email: blesilda.gebreyesus@dot.ca.gov	<ul style="list-style-type: none"> • Metropolitan Transportation Commission
DISTRICT 5 50 Higuera Street San Luis Obispo, CA 93401-5415	Hana Mengsteab (805) 549-3130 Email: hana.mengsteab@dot.ca.gov	<ul style="list-style-type: none"> • Monterey TAMC • Santa Cruz CCRTC • San Benito COG • Association of Monterey County Bay Area Governments • Santa Barbara CAG • San Luis Obispo COG

Caltrans Sustainable Transportation Planning Grants District Contact List

DISTRICT	CONTACT	MPO/RTPA
DISTRICT 6 1352 W. Olive Avenue P.O. Box 12616 Fresno, CA 93778-2616	Paul Marquez (559) 445-5867 Email: paul.marquez@dot.ca.gov Lorena Mendibles (559) 445-5421 Email: lorena.mendibles@dot.ca.gov	<ul style="list-style-type: none"> Fresno COG Tulare CAG Kern COG Kings CAG Madera CTC
DISTRICT 7 100 S. Main Street Los Angeles, CA 90012	Charles Lau (213) 897-0197 Email: charles.lau@dot.ca.gov	<ul style="list-style-type: none"> Southern California Association of Governments
DISTRICT 8 464 W. 4 th Street Mail Station 722 San Bernardino, CA 92401	Rebecca Forbes (909) 388-7139 Email: rebecca.forbes@dot.ca.gov	<ul style="list-style-type: none"> Southern California Association of Governments
DISTRICT 9 500 S. Main Street Bishop, CA 93514	Mark Heckman (760) 872-1398 Email: mark.heckman@dot.ca.gov	<ul style="list-style-type: none"> Inyo LTC Mono LTC Eastern Kern (COG)
DISTRICT 10 1976 E. Dr. Martin Luther King Boulevard P.O. Box 2048 Stockton, CA 95201	Mountain Counties Carl Baker (209) 948-7325 Email: carl.baker@dot.ca.gov Merced, San Joaquin, Stanislaus Counties Tom Dumas (209) 941-1921 Email: tom.dumas@dot.ca.gov	<ul style="list-style-type: none"> Alpine County LTC Amador CTC Calaveras COG Mariposa LTC Merced CAG Tuolumne CTC San Joaquin COG Stanislaus COG
DISTRICT 11 4050 Taylor Street Mail Station 240 San Diego, CA 92110	San Diego County Barby Valentine (619) 688-6003 Email: barbara.valentine@dot.ca.gov Imperial County Beth Landrum (619) 403-3217 Email: bethlandrum@dot.ca.gov	<ul style="list-style-type: none"> San Diego Association of Governments Southern California Association of Governments
DISTRICT 12 1750 E. 4 th Street Santa Ana, CA 92705	Yatman Kwan (657) 328-6277 Email: yatman.kwan@dot.ca.gov Marlon Regisford (657) 328-6288 Email: marlon.regisford@dot.ca.gov	<ul style="list-style-type: none"> Southern California Association of Governments



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

10.

Meeting Date: 10/09/2017
Subject: 2018 State and Federal Legislative Platform Development
(Transportation)
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:

The Transportation, Water, and Infrastructure Committee (TWIC) annually reviews the State and Federal Legislative Platforms for revisions to sections under its purview.

Staff with responsibility for items on TWICs referral list are provided the option to bring platform revisions to either TWIC or the Legislation Committee given the overlapping responsibility for the platform update. However, in the event that legislative platform modifications for TWIC referred items are brought to the Legislation Committee, staff is instructed to inform TWIC of the changes.

Referral Update:

Attached for the Committees review are the state and federal legislative platforms. Embedded in the documents are staff proposed revisions (using redline/strikeout) and sidebars containing annotations and staff comments. Topics not included in the Committee's referrals have been grayed out.

The County's legislative advocate, Mark Watts, will be present at the meeting to discuss the State platform. Staff will discussion options. County staff will discuss federal options with our advocate (Paul Schlesinger) at the end of the month and report back either to TWIC or the Legislative Committee.

For the Committees reference, the Contra Costa Transportation Authority's State and Federal Legislative Advocacy Platforms are attached.

As indicated above, revisions are embedded in the attached draft platforms. One addition to the State platform required more background than would coherently fit in the platform itself, that

information is provided below:

Climate Change

#20 Support efforts to expand eligible expenditures of the Greenhouse Gas Revenue Fund to investments in accessible transit/transportation systems which result in more efficient (shared trips, increased coordination) service and corresponding reductions in greenhouse gas production.

Consistent with existing planks, and in support of the accessible transit initiative discussed earlier in the TWIC packet, staff is proposing adding a plank to support additional funding for accessible transportation (AT) services. AT services include a range of transportation/transit and supportive services such as; Americans with Disabilities Act (ADA) mandated public paratransit service, city/community programs for seniors/disabled, transportation provided by private non-profits, mobility management programs, volunteer based transportation programs, veterans transportation, etc.

The proposal builds on and support the following existing initiatives and policies:

- On September 20, 2017 the Contra Costa Transportation Authority approved their 2017 Countywide Transportation Plan. That plan included an action, *"Initiate the Accessible Transportation Service Strategic Plan: To ensure that services are delivered in a coordinated system, the Authority will develop a strategic plan for accessible transportation service."* Implementation of recommendations of the plan will require some investment and could require substantial investment. The County was involved in the development of this action and will be involved in the conduct of the study. Given our advocacy, corresponding efforts to fund recommended improvements would be prudent.
- Consistent with the bullet above, the "Accessible Transportation" [report](#) provided to the Board of Supervisors in September 2017 documented the likely need for substantial investment to make improvements in this field. In addition, the report established that the County is not unique in this situation. Capacity building investment in this area is needed throughout California and the United States justifying a state and federal legislative approach.
- The proposal builds on and provides more useful specificity to these existing planks:
Transportation: 206. *SUPPORT regional coordination that provides for local input in addressing transportation needs. Coordinated planning and delivery of public transit, paratransit, non-profit/community-based transit, and rail services will help ensure the best possible service delivery to the public..., and* **Human Services:** 158. *SUPPORT legislation and investments related to long-term care, senior housing affordability, medical service access, transportation, isolation and other quality of life issues to support aging with dignity.*

Recommendation(s)/Next Step(s):

DISCUSS, REVISE and RECOMMEND that the Board of Supervisors approve TWIC revisions to the County's Federal and State Legislative Platform in preparation for the 2018 Legislative Session.

Fiscal Impact (if any):

None.

Attachments

For TWIC Review - 2017 to 2018 STATE Platform Staff Revisions.pdf

For TWIC Review - 2017 to 2018 FEDERAL Platform Staff Revisions.pdf

2017 DRAFT CCTA State Advocacy Program

2017 DRAFT CCTA Federal Advocacy Program



2017 STATE LEGISLATIVE PLATFORM

Contra Costa County

January 17, 2017



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2017 STATE LEGISLATIVE PLATFORM CONTRA COSTA COUNTY

Each year, the Board of Supervisors adopts a State Legislative Platform that establishes priorities and policy positions with regard to potential State legislation and regulation. The State Legislative Platform includes County-sponsored bill proposals, legislative or regulatory advocacy priorities for the year, and policies that provide direction and guidance for identification of and advocacy on bills which would affect the services, programs or finances of Contra Costa County.

COUNTY-SPONSORED LEGISLATION

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 in 2016 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.

[Staff comment:
the CDE effort
to revise Title
5 is behind
schedule. That
said, this
language can
remain and is
sufficient for
2018.]

LEGISLATIVE/REGULATORY ADVOCACY PRIORITIES

Each year, issues emerge through the legislative process that are of importance to the County and require advocacy efforts. For 2017, it is anticipated that critical issues requiring legislative advocacy will include the following:

Priority 1: State Budget – The state’s continuing economic recovery, prior budget cuts, and the additional, temporary taxes provided by Proposition 30 have combined to bring the State Budget to a much improved financial condition. While the Governor's Budget identifies cost pressures and budget risks in health and human services programs, of particular concern to counties is the inadequate reimbursement for our ever-increasing cost of operating several human services programs: the “Human Services Funding Deficit,” formerly referred to as the “Cost of Doing Business.” The annual shortfall between actual county expenses and state reimbursement has grown to over \$1 billion since 2001, creating a de facto cost shift to counties. The funding gap forces counties to reduce services to vulnerable populations and/or divert scarce county resources from other critical local services. It also increases the risk of state and federal penalties.

Priority 2: Health Care – Counties play a critical role in California’s health reform efforts. Counties serve as employers, payers, and providers of care to vulnerable populations. Consequently, counties stand ready to actively participate in discussions of how to best reform and preserve the health care system in California and implement the national health care reform legislation passed in 2010, The Patient Protection and Affordable Care Act (ACA).

The optional Medi-Cal Expansion, in effect on Jan. 1, 2014, was a significant part of the State Budget process in 2013. The ACA had required states to expand Medicaid programs to allow childless adults at or below 138 percent of poverty to be eligible for Medicaid (known as Medi-Cal in California). The Supreme Court struck down that mandate but allowed it to be an option for states, which California exercised.

However, significant unknowns remain including questions about the actual impact of the ACA coverage expansions on counties and the number of uninsured individuals to whom counties will still need to provide services. Counties will retain the Section 17000 responsibility, and there will be significant variations in the impacts of both the ACA and AB 85 for the different types of counties: county hospital (12 counties including Contra Costa County), payor/clinic and County Medical Services Program (CMSP) counties.

In the coming year, the County will continue to work on the implementation of required health care reform measures to maximize federal revenue. The County will support efforts to provide counties with the necessary tools to implement health care reform which may include performing eligibility and enrollment, preserving existing county resources from 1991 Realignment, providing for a smooth transition for the various operational systems, and supporting legislation to ensure that low-income families are covered under the Affordable Care Act while opposing legislation which would reduce Medi-Cal eligibility. In addition, the County will continue to work to reduce uncompensated health care costs, work on the adequacy of rates under the new health care system, and advocate for adequate state funding for community-based health and social service networks to improve service coordination, health outcomes and quality of life.

[Assembly Bill 2394 (2016) Medi-Cal: Nonmedical Transportation, increased transportation obligations for health plan in order to improve access to care. Transportation has been cited as a barrier to medical care.]

TWIC staff has requested data quantifying the impact of the legislation in order to develop a legislative remedy.]

Priority 3: Water and Levees /The Sacramento-San Joaquin Delta – The enactment of the Delta Reform Act (2009), a bill that established the co-equal goals for reliable water supply and ecosystem restoration for the Delta, created the Delta Stewardship Council, and supported the proposed Bay Delta Conservation Plan (BDCP) --an effort to construct a pair of massive tunnels under the Delta-- will bring significant, large-scale change to the Delta as we know it. The scope and content of these changes, as well as enduring political battles between northern and southern California over water, will continue to guide legislative and administrative agendas in the coming year. Enabling legislation was also passed in 2009 for a state water bond, which was delayed from the 2010 and 2012 ballots but successfully passed on the 2014 state ballot, as Proposition 1.

Significant future impacts on the County in the areas of water quality and supply, levee stability, ecosystem health, local land use authority and flood control are anticipated.

Particular areas of concern for 2017 include, but are not limited to: (1) the ongoing development of the BDCP project, now recast as the California WaterFix (CWF) and whether the state water bond appropriates funds specific to the BDCP/CWF; and (2) the impacts of the Delta Plan on local land use authority, efforts to expedite state bond funding for levee improvement projects, and the development of flow standards that will impact water quality and ecosystem health in the Delta. The County's adopted Delta Water Platform, as well as the Strategic and Action Plans, are incorporated in this Platform by reference.

Priority 4: Realignment Implementation – The battle for constitutional protections for 2011 Realignment concluded successfully on November 6, 2012 when Proposition 30 was passed by the voters. Proposition 30 provides constitutional guarantees to the funding that supports Realignment and safeguards against future program expansion without accompanying funding. With these provisions in place, Contra Costa County can continue to implement the array of programs transferred under 2011 Realignment, confident that funding is secure and programmatic responsibilities are defined. However, the County remains concerned that the funding is not sufficient and is also concerned about liability issues arising from the new responsibilities.

Any future proposals to realign programs to counties must have constitutionally guaranteed ongoing funding and protections. The County will oppose any proposals that will transfer additional program responsibility to counties without funding, constitutional protections, county participation and approval. The County will also oppose efforts that limit county flexibility in implementing programs and services realigned in 2011 or infringe upon our ability to innovate locally. The County resolves to remain accountable to our local constituents in delivering high-quality programs that efficiently and effectively respond to local needs. Further, we support counties' development of appropriate measures of local outcomes and dissemination of best practices.

With regard to Public Safety realignment, counties have received parolees whose latest crime fits the specified "non-violent, non-serious, non-sex offender" (N3) definition but who have a criminal background that includes violent, serious and/or sexual crimes. Under the current legislation, the person's latest offense/crime determines if they meet the N3 criteria. These individuals should stay under the responsibility of the state.

The County will also support efforts to provide additional funding/grants to those counties that have a commitment to lowering the crime rate and reducing recidivism through the provision of innovative, comprehensive, evidence-based programs for offender populations and their families. The County will also continue to support efforts to ensure that the receipt of Local Community Corrections Funds matches the amounts anticipated from the state, without undue delay. Finally, the County also supports more funding for mental health and behavioral health programs and facilities in order to meet the requirements of Realignment and the goal of reducing recidivism.

STATE PLATFORM POLICY POSITIONS

A brief background statement accompanies policy positions that are not self-evident. Explanatory notes are included either as the preface to an issue area or following a specific policy position. Please note that new and revised policy positions are highlighted. The rationale for the policy position is italicized.

Agriculture

1. SUPPORT efforts to ensure sufficient State funding for pest and disease control and eradication efforts to protect both agriculture and the native environment, including glassy-winged sharpshooter, light brown apple moth, and Japanese dodder activities; high risk pest exclusion activities; pesticide regulatory and law enforcement activities; and noxious weed pest management. *Agriculture is an important industry in Contra Costa County. Protection of this industry from pests and diseases is important for its continued viability.*
2. SUPPORT continued appropriations for regulation and research on sudden oak death, a fungal disease affecting many species of trees and shrubs in native oak woodlands. *The County's natural environment is being threatened by this disease.*
3. SUPPORT funding for agricultural land conservation programs and agricultural enterprise programs, and support revisions to State school siting policies, to protect and enhance the viability of local agriculture. *The growth in East County and elsewhere has put significant pressure on agricultural lands, yet agriculture is important not only for its production of fresh fruits, vegetables and livestock, but also as a source of open space.*
4. SUPPORT legislation to establish legal authority where needed to facilitate the efforts by the California Department of Food and Agriculture and the Department of Boating and Waterways to survey and treat all infestations of the South American spongeplant and to rid the Delta of this and other invasive aquatic species through integrated pest management methods. *Invasive aquatic species are a threat to agriculture, the environment and recreation in the Delta. This position includes support for efforts by the Department of Boating and Waterways to secure multi-year permits for eradication of multiple invasive aquatic plant species in the Sacramento-San Joaquin Delta, its tributaries, and its marshes.*
5. SUPPORT the CSAC policy statement regarding revisions to the California Conservation Act of 1965 (the Williamson Act) to support legislative changes that preserve the integrity of the Williamson Act, eliminate abuses resulting in unjustified and premature conversions of contracted land for development, and to fully restore Williamson Act subventions. The state subventions to counties also must be revised to recognize all local tax losses.

Animal Services

6. SUPPORT efforts to protect local revenue sources designated for use by the Animal Services Department; i.e., animal licensing, fines and fees. *Fines, fees, and licensing are major sources of revenue for the Animal Services Department. The demand for animal services is increasing each year as does the demand on the General Fund. It is important to protect these revenue sources to continue to provide quality animal service and to meet local needs.*
7. SUPPORT efforts to protect or increase local control and flexibility over the scope and level of animal services. *Local control over the scope of animal services is necessary to efficiently address public safety and other community concerns. Local control affords jurisdictions the ability to tailor animal service programs to fit their communities. Animal related issues in dense urban areas vary from those in small, affluent communities.*
8. SUPPORT efforts to protect against unfunded mandates in animal services or mandates that are not accompanied by specific revenue sources which completely offset the costs of the new mandates, both when adopted and in future years. *Unfunded mandates drain our limited fiscal resources and, at the same time, chip away at local control over the scope and level of services.*
9. SUPPORT efforts to ensure full funding of State animal services mandates, including defense of the Department of Finance's lawsuit against the State Commission on Mandates regarding the State obligations for reimbursement of local costs for animal services incurred in compliance with SB 1785. *The County invested large sums of money to comply with SB 1785, with the assurance that our cost would be offset by reimbursements from the State. Failure by the State to honor the reimbursements negatively impacts the County General Fund and Animal Services' budget.*
10. SUPPORT efforts to protect and/or increase County flexibility to provide animal services consistent with local needs and priorities. *The demand for quality animal service programming continues to increase each year. The County is experiencing population growth and changing demographics. It is incumbent upon the Animal Services Department to be flexible enough to adjust to the changing needs and priorities.*
11. SUPPORT efforts to preserve the integrity of existing County policy relating to Animal Services (e.g., the Animal Control Ordinance and land use requirements). *Contra Costa is looked upon as one of the model Animal Services Departments in the state. Its policies, procedures, and ordinances are the yardstick against which other Animal Control organizations are measured. The local control exercised by the Board of Supervisors is key to that hallmark.*

Child Support Services

12. SUPPORT the establishment of a statewide electronic registry for the creation and release/satisfaction of liens placed on property of a non-custodial parent as necessary to collect delinquent child support payments. *California law currently provides that recording an abstract or notice of support judgment with a County Recorder creates a lien on real property. This requires recording the judgment in each of the 58 counties in order not to miss a property transaction. An electronic registry would simplify not only the creation of liens but also the release/satisfaction of liens because there would be a single statewide point of contact, and the entire process would be handled electronically through automated means.*
13. SUPPORT amendment of current law that states that documents completed and recorded by a local child support agency may be recorded without acknowledgement (notarization) to clarify that the exception is for documents completed or recorded by a local child support agency. *This amendment clarifies that documents that are prepared by the local child support agency and then sent for recording either by the local child support agency or by the obligor (non-custodial parent) or by a title insurance company are covered by the exemption, a technical point not acknowledged by all county recorder offices.*
14. SUPPORT efforts to simplify the court process for modifying child support orders by the court by requiring court appearances only when one of the parties objects to the modification. *Currently, establishment of parentage and support by the court is permitted without court appearance if both parties are in agreement. A similar process for modification would reduce court time, the workload of all involved agencies and parties, and streamline the process.*
15. SUPPORT efforts to ensure that the reduction to the California Department of Child Support Services is not passed down as a reduction to the local program.
16. SUPPORT efforts that would require the Department of Child Support Services to provide any notice form, information, or document that is required or authorized to be given, distributed, or provided to an individual, a customer, or a member of the public to be given, distributed, or provided in a digitized form, and by any means the Department determines is feasible, including, but not limited to, e-mail or by means of a website.

Climate Change

17. SUPPORT the CSAC Climate Change Policy Statements and Principles which address a broad range of issues affected by climate change, including water, air quality, agriculture, forestry, land use, solid waste, energy and health. *The document is largely based on existing CSAC policy and adapted to climate change. Additionally, the document contains a set of general principles which establish local government as a vital partner in the climate change issue and maintain that counties should be an active participant in the discussions in the development of greenhouse gas reduction strategies underway at the state and regional level.*
18. SUPPORT efforts to ensure that the implementation of AB 32 results in harmony between the greenhouse gas reduction target created by the Air Resources Board for each regional/local agency, the housing needs numbers provided by the state Department of Housing and Community Development pursuant to housing element law, and the Sustainable Communities Strategy developed through the Regional Transportation Plan processes.
19. SUPPORT legislative or administrative efforts that favor allocation of funding from the California Greenhouse Gas Cap and Trade Program to jurisdictions that are the largest emitters of greenhouse gas, have disadvantaged communities that are disproportionately affected by environmental pollution, *have Natural Community Conservation Plans or similar land conservation efforts that will address climate change and have demonstrated a local commitment to climate protection (e.g. established emissions reduction targets, prepared Climate Action Plans, etc.). The County has several good projects that would sequester carbon, such as Creek and wetland restoration projects.*
- ~~19-20.~~ Support efforts to expand eligible expenditures of the Greenhouse Gas Revenue Fund to investments in accessible transit/transportation systems which result in more efficient (shared trips, increased coordination) service and corresponding reductions in greenhouse gas production.

[Staff comment: See discussion in October TWIC Packet]
- ~~20-21.~~ SUPPORT efforts to ensure life-cycle costs are considered when planning new projects in the state. A key challenge for State and local agencies is funding the ongoing operation and maintenance of infrastructure. This includes all aspects of the built environment: buildings, roads, parks, and other infrastructure. *As California begins to implement more aggressive climate goals, the State should be thinking about new methodologies for anticipating project costs. In particular, it is evident that California will need a different transportation system than the one we have currently, and that this new transportation system will be more expensive to maintain. Traditional accounting methods that look only at initial project cost lead to situations where infrastructure fails, at greater replacement cost than if ongoing operation and maintenance had been included from the beginning. This would include methodologies for internalizing the social and environmental costs of projects.*

~~21:22.~~ 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.

~~22:23.~~ OPPOSE changes to the California Environmental Protection Agency's protocols for designating disadvantaged communities which result in a reduction in the number or size of disadvantaged communities in Contra Costa County. Disadvantaged communities are prioritized for receipt of Greenhouse Gas Reduction Funds, the funding source for a number of state grant programs. *Contra Costa County has a number of communities and neighborhoods that are economically and socially disadvantaged and located near large, current and former industrial sites. These industrial operations contribute through the Cap and Trade program to the Greenhouse Gas Reduction Fund. The state designations should continue to reflect the disproportionately acute needs of these communities.*

Delta Water Platform

To protect the Sacramento-San Joaquin Delta from various detrimental forces that are affecting its health and resources, it is the policy of Contra Costa County to support implementation of projects and actions that will help improve the Delta ecosystem and the economic conditions of the Delta. Contra Costa County has adopted a *Delta Water Platform* to identify and promote activities and policy positions that support the creation of a healthy Sacramento-San Joaquin Delta. Contra Costa County will use this Platform to guide its own actions and advocacy in other public venues regarding the future of the Delta.

Elections

~~23:24.~~ SUPPORT legislation to adjust precinct sizing from 1,000 voters per precinct to 1,250 voters per precinct. *With the option of being able to have up to 1,250 voters per precinct, the best polling locations in a neighborhood can be selected, and that same site is more likely to be used for several elections, thus avoiding the need to change poll sites for voters.*

~~24:25.~~ SUPPORT full state reimbursement for state mandates imposed upon local registrars by the Secretary of State, including special state elections. *The state has committed to reimburse Counties for the cost of certain state mandates. That reimbursement process, SB 90, can be lengthy and contentious. The SB 90 process is also subject to uncertainties including partial payments, delayed payments, and now, suspended or no payments. In lieu of the SB 90 process for Elections, there is merit in the examination of having the state pay its pro-rata share of costs when state candidates/measures are on the ballot.*

Emergency Preparedness, Emergency Response

- ~~25-26.~~ SUPPORT legislation that would give local agencies more authority to train volunteers, provide funding for Community Emergency Response Training (CERT), and help clean-up oil spills without taking on additional legal liability.
- ~~26-27.~~ SUPPORT legislation that would require the state's Oil Spill Prevention and Response Agency to improve communication and clean-up technology, increase safety standards for ships and establish special protections for ecologically sensitive areas.
- ~~27-28.~~ SUPPORT legislation that would require responses to future oil spills in a shorter timeframe, with a more regional approach.
- ~~28-29.~~ SUPPORT measures that enable counties and other local agencies to better exercise their responsibilities to plan for and respond to emergencies and disasters without taking on additional legal liability and oppose those that do not recognize or support the county and local agency role in the State's Standardized Emergency Management System.
- ~~29-30.~~ SUPPORT legislation or other measures requiring the creation or utilization of emergency rock stockpiles suitable for levee repair throughout the Delta, enabling increasingly efficient and less costly prevention of levee breaks and enhancement of initial response capabilities.
- ~~30-31.~~ SUPPORT legislation that expands school safety improvement programs such as education regarding and placement of automated external defibrillator(s) (AED(s)) in schools.

Eminent Domain

- ~~31-32.~~ SUPPORT legislation that maintains the distinction in the California Constitution between Section 19, Article I, which establishes the law for eminent domain, and Section 7, Article XI, which establishes the law for legislative and administrative action to protect the public health, safety, and welfare.
- ~~32-33.~~ SUPPORT legislation that would provide a comprehensive and exclusive basis in the California Constitution to compensate property owners when property is taken or damaged by state or local governments, without affecting legislative and administrative actions taken to protect the public health, safety, and welfare.

Flood Control and Clean Water

- ~~33-34.~~ SUPPORT authorization for regional approaches to comply with aquatic pesticide permit issues under the purview of the State Water Resources Control Board. *Contra Costa County entered into an agreement with a neighboring county and several cities to share the costs of monitoring. While it makes sense for local government to pool resources to save money, State Board regulations make regional monitoring infeasible.*

- ~~34.~~35. SUPPORT efforts to provide local agencies with more flexibility and options to fund stormwater programs. *Stormwater permit requirements issued by the Regional Water Quality Control Boards are becoming more and more expensive, yet there is no funding. Stormwater services, encompassing both water quality and drainage/flood control, could be structured like a utility with the ability to set rates similar to the other two key water services: drinking water and wastewater.*
- ~~35.~~36. SUPPORT efforts to provide immunity to local public agencies for any liability for their clean-up of contaminations on private lands. *This will be more critical as the Regional Water Quality Control Boards institute Total Maximum Daily Loads, which establish a maximum allowable amount of a pollutant (like mercury) in the stormwater from a watershed.*
- ~~36.~~37. SUPPORT efforts to require the Department of Water Resources (DWR) to provide 200 year flood plain mapping for all areas in the legal Delta. SB 5 requires the County and cities in the Delta to insure certain development projects must have 200 year level of protection and to make certain related findings. *DWR has revisited developing 200-year flood plain maps, but if they do, only working in areas protected by project levees which does not include any areas within Contra Costa County.*
- ~~37.~~38. SUPPORT legislation to enable Zone 7 Water Agency to become a new public agency, separate and apart from the Alameda County Flood Control and Water Conservation District, with territory in both Alameda and Contra Costa counties and the power to provide specific services, insofar as the legislation is guided by adopted Principles of Understanding.

General Revenues/Finance

As a political subdivision of the State, many of Contra Costa County's services and programs are the result of state statute and regulation. The State also provides a substantial portion of the County's revenues. However, the State has often used its authority to shift costs to counties and to generally put counties in the difficult position of trying to meet local service needs with inadequate resources. While Proposition 1A provided some protections for counties, vigilance is necessary to protect the fiscal integrity of the County.

- ~~38.~~39. SUPPORT the State's effort to balance its budget through actions that do not adversely affect County revenues, services or ability to carry out its governmental responsibilities.
- ~~39.~~40. OPPOSE any state-imposed redistribution, reduction or use restriction on general purpose revenue, sales taxes or property taxes unless financially beneficial to the County. *(Note that a redistribution of sales and property tax may be beneficial to Contra Costa County in the event that sales tax growth lags behind property tax growth.)*
- ~~40.~~41. OPPOSE efforts to limit local authority over transient occupancy taxes (TOT).

- ~~41-42.~~ OPPOSE any efforts to increase the County's share-of-cost, maintenance-of-effort requirements or other financing responsibility for State mandated programs absent new revenues sufficient to meet current and future program needs.
- ~~42-43.~~ SUPPORT efforts to ensure that Contra Costa County receives its fair share of State allocations, including mental health funding under Proposition 63 and pass-through of federal funds for anti-terrorism and homeland security measures. *The State utilizes a variety of methods to allocate funds among counties, at times detrimental to Contra Costa County.*
- ~~43-44.~~ SUPPORT efforts to receive reimbursement for local tax revenues lost pursuant to sales and property tax exemptions approved by the Legislature and the State Board of Equalization.
- ~~44-45.~~ SUPPORT continued efforts to reform the state/local relationship in a way that makes both fiscal and programmatic sense for local government and conforms to the adopted 2010 CSAC Realignment Principles, with an emphasis on maximum flexibility for counties to manage the existing and realigned discretionary programs.
- ~~45-46.~~ SUPPORT efforts to relieve California of the federal Child Support penalties without shifting the cost of the penalties to the counties.
- ~~46-47.~~ SUPPORT a reduction in the 2/3rd vote requirement to 55% voter approval for locally-approved special taxes that fund health, education, economic, stormwater services, library, transportation and/or public safety programs and services.
- ~~47-48.~~ SUPPORT efforts to authorize counties to impose forfeitures for violations of ordinances, as currently authorized for cities. *This would provide the County with the opportunity to require deposits to assure compliance with specific ordinance requirements as well as retain the deposit if the ordinance requirements are not met. Currently, the County is limited to imposing fines which are limited to only \$100 - \$200 for the first violation, which has proven to be an ineffective deterrent in some cases.*
- ~~48-49.~~ SUPPORT efforts to redefine the circumstances under which commercial and industrial property is reassessed to reduce the growing imbalance between the share of overall property tax paid by residential property owners versus commercial/industrial owners.
- ~~49-50.~~ SUPPORT efforts to reduce County costs for Workers' Compensation, including the ability to control excessive medical utilization and litigation. *Workers' Compensation costs are significant, diverting funds that could be utilized for County services. Workers' Compensation should provide a safety net for injured employees, for a reasonable period of time, and not provide an incentive for employees to claim more time than medically necessary.*
- ~~50-51.~~ SUPPORT state actions that maximize Federal and State revenues for county-run services and programs.

~~51.~~52. SUPPORT legislative compliance with both the intent and language of Proposition 1A.

~~52.~~53. SUPPORT the provisions of Proposition 22 that would protect County revenues, particularly as related to transportation revenues and excluding those provisions related to redevelopment funds.

~~53.~~54. SUPPORT full State funding of all statewide special elections, including recall elections.

~~54.~~55. OPPOSE efforts of the State to avoid state mandate claims through the practice of repealing the statutes, then re-enacting them. *In 2005, the State Legislature repealed sections of the Brown Act that were subject to mandate claims, then re-enacted the same language pursuant to a voter-approval initiative, and therefore, not subject to mandate claims.*

~~55.~~56. SUPPORT strong Public Utilities Commission (PUC) oversight of state-franchised providers of cable and telecommunications services, including rigorous review of financial reports and protection of consumer interests. *AB 2987 (Núñez), Chapter 700, statutes of 2006 transferred regulatory oversight authority from local government to the PUC.*

~~56.~~57. SUPPORT timely, full payments to counties by the State for programs operated on their behalf or by mandate. *The State currently owes counties over \$1 billion in State General Funds for social services program costs dating back to FY 2002-03.*

~~57.~~58. SUPPORT full State participation in funding the County's retiree and retiree health care unfunded liability. *Counties perform most of their services on behalf of the State and Federal governments. Funding of retiree costs should be the responsibility of the State, to the same extent that the State is responsible for operational costs.*

~~58.~~59. SUPPORT legislation that provides constitutional protections and guaranteed funding to counties under Realignment.

Health Care

The County remains concerned about the implementation of any health care reform measures that could transfer responsibility to counties, without commensurate financing structures or in a manner not compatible with the County's system. The County supports a concept of universal health coverage for all Californians. Toward that end, the County urges the state to enact a system of health coverage and care delivery that builds upon the strengths of the current systems in our state, including county-operated systems serving vulnerable populations.

Currently, California has a complex array of existing coverage and delivery systems that serve many, but not all, Californians. Moving this array of systems into a universal coverage framework is a complex undertaking that requires sound analysis, thoughtful and deliberative planning, and a multi-year implementation process. As California moves forward with health care reform, the County urges the state to prevent reform efforts from exacerbating problems with existing service and funding. The state must also consider the differences across California counties and the impacts of reform efforts on the network of safety-net providers, including county providers. The end result of health reform must provide a strengthened health care delivery system for all Californians, including those served by the safety net.

- ~~59~~60. SUPPORT state action to increase health care access and affordability. *Access to care and affordability of care are critical components of any health reform plan. Expanding eligibility for existing programs will not provide access to care in significant areas of the state. Important improvements to our current programs, including Medi-Cal, must be made either prior to, or in concert with, a coverage expansion in order to ensure access. Coverage must be affordable for all Californians to access care.*
- ~~60~~61. SUPPORT Medi-Cal reimbursement rate increases to incentivize providers to participate in the program.
- ~~61~~62. SUPPORT actions that address provider shortages (including physicians, particularly specialists, and nurses). Innovative programs, such as loan forgiveness programs, should be expanded. In an effort to recruit physicians from other states, the licensing and reciprocity requirements should be re-examined. Steps should be taken to reduce the amount of time it takes to obtain a Medi-Cal provider number (currently six to nine months).
- ~~62~~63. SUPPORT efforts that implement comprehensive systems of care, including case management, for frequent users of emergency care and those with chronic diseases and/or dual (or multiple) diagnoses. *Approaches should include community-based providers and could be modeled after current programs in place in safety net systems.*
- ~~63~~64. SUPPORT efforts that provide sufficient time for detailed data gathering of current safety funding in the system and the impact of any redirection of funds on remaining county responsibilities. *The interconnectedness of county indigent health funding to public health, correctional health, mental health, alcohol and drug services and social services must be fully understood and accounted for in order to protect, and enhance as appropriate, funding for these related services.*
- ~~64~~65. OPPOSE safety net funding transfers until an analysis of who would remain uninsured (e.g. medically indigent adults, including citizens, who cannot document citizenship under current Medicaid eligibility rules) is completed in order to adequately fund services for these populations.
- ~~65~~66. SUPPORT efforts to clearly define and adequately fund remaining county responsibilities.
- ~~66~~67. SUPPORT state action to provide an analysis of current health care infrastructure (facilities and providers), including current safety net facilities across the state, to ensure that there are adequate providers and health care facilities (including recovery facilities), and that they can remain viable after health reform.
- ~~67~~68. SUPPORT efforts to provide adequate financing for health care reforms to succeed.
- ~~68~~69. SUPPORT measures that maximize federal reimbursement from Medicaid and S-CHIP.

- ~~69~~.70. SUPPORT state action to complete actuarial studies on the costs of transferring indigent populations, who currently receive mostly episodic care, to a coverage model to ensure that there is adequate funding in the model.
- ~~70~~.71. SUPPORT efforts that ensure that safety net health care facilities remain viable during the transition period and be supported afterwards based on analyses of the changing health market and of the remaining safety net population.
- ~~71~~.72. SUPPORT state action to implement a Medi-Cal waiver in a manner that maximizes the drawdown of federal funds for services and facilities, provides flexibility, and ensures that counties receive their fair share of funding.
- ~~72~~.73. SUPPORT efforts to increase revenues and to contain mandated costs in the County's hospital and clinics system.
- ~~73~~.74. SUPPORT efforts to obtain a fair-share of any state funds in a distribution of funding for the integration of IHSS and managed care.
- ~~74~~.75. SUPPORT efforts to increase the availability of health care (including alcohol and other drugs recovery) to the uninsured in California, whether employed or not.
- ~~75~~.76. SUPPORT legislation that improves the quality of health care, whether through the use of technology, innovative delivery models or combining and better accessing various streams of revenue, including but not limited to acute and long term care integration.
- ~~76~~.77. SUPPORT legislation to protect safety net providers, both public and private. Legislation should focus on stabilizing Medi-Cal rates and delivery modes and should advocate that these actions are essential to the success of any effort to improve access and make health care more affordable.
- ~~77~~.78. SUPPORT efforts that allow counties to draw down federal Medicaid funds for providing confidential alcohol and drug screening and brief intervention services to pregnant women and women of childbearing age who also qualify for Medi-Cal benefits.
- ~~78~~.79. SUPPORT state efforts to increase the scope of benefits and reimbursement rates contained in Minor Consent Medi-Cal to give youth suffering from substance abuse disorders access to a continuum of care, including residential and one-on-one outpatient treatment.
- ~~79~~.80. SUPPORT efforts to give incentives to providers to establish more youth-driven treatment facilities within the community.
- ~~80~~.81. SUPPORT efforts to extend Minor Consent Medi-Cal Coverage to incarcerated youths, many of whom are in custody due to drug related crimes. *This could greatly decrease recidivism in the juvenile justice system.*

- ~~81.~~82. SUPPORT county efforts in the promotion of partnerships that provide integrated responses to the needs of alcohol and other drugs populations, including criminal justice, perinatal and youth as well as those populations with co-occurring disorders.
- ~~82.~~83. SUPPORT and encourage the development of strategies that include alcohol and other drugs services in the provision of all culturally appropriate health care services.
- ~~83.~~84. SUPPORT efforts to require coverage of medically necessary alcohol and substance abuse related disorder treatment on the same levels as other medical conditions in health care service plans and disability insurance policies. *Alcohol and other drugs treatment services are the most under-funded of all health services. Neither the state nor the federal allocations to the County covers medical treatment for AOD services, and so are a cost borne by the County.*
- ~~84.~~85. SUPPORT legislation that extends the restrictions and prohibitions against the smoking of, and exposure to, tobacco products to include restrictions or prohibitions against electronic cigarettes (e-cigarettes) in various places, including, but not limited to, places of employment, school campuses, public buildings, day care facilities, retail food facilities, multi-family housing, and health facilities; preventing the use of tobacco, electronic smoking devices (e-cigarettes) and flavored tobacco by youth and young adults; eliminating exposure to second-hand and third-hand smoke; restrictions on advertising of electronic smoking devices; reducing and eliminating disparities related to tobacco use and its effects among specific populations; increasing the minimum age to 21 to purchase tobacco products; and the promotion of cessation among young people and adults.
- ~~85.~~86. SUPPORT and encourage state, federal and/or private funding for pharmaceutical research for the development of new cannabis products which would meet Federal Drug Administration (FDA) standards of known strengths and attributes (and without unnecessary side effects) which would be dispensable through pharmacies and medical facilities consistent with State and Federal law.
- ~~86.~~87. SUPPORT funding and policy changes to support population-based chronic disease prevention efforts. Collectively, these include efforts to move up-stream from the treatment of illness associated with chronic disease to advance a policy, systems and organizational-change approach to address the underlying environmental factors and conditions that influence health and health behaviors.
- ~~87.~~88. SUPPORT funding and policy changes to support developing a workforce with gerontological expertise to manage the exponential growth in the chronically ill aging population.
- ~~88.~~89. SUPPORT efforts that would advance a Health-In-All-Policies approach to policy work done across the County. This implies consideration of how health is influenced by the built environment and a connection with land use planning and development.

- ~~89~~.90. SUPPORT ongoing study of the health impacts of global and regional climate change and ongoing countywide mitigation and adaptation efforts.
- ~~90~~.91. SUPPORT efforts that would preserve the nature and quality and continuity of care associated with safety net services historically provided at the local level, such as the California Children's Services (CCS) and Child Health and Disability Prevention (CHDP) programs, which are being transitioned into managed care at the state level.
- ~~91~~.92. SUPPORT efforts that promote aging in place through the utilization of long-term supports and services and caregiver support services.
- ~~92~~.93. SUPPORT increasing the level of funding for Long-Term Services and Supports (LTSS) and Home and Community Based Services (HCBS) to meet the increase in cost to provide services and to meet the tremendous increase in the aging population.
- ~~93~~.94. SUPPORT maintaining level or enhanced funding, streamlined processes and greater flexibility for use of State and Federal funding to respond to Public Health Emergency Preparedness initiatives including Pandemic Influenza, emerging diseases, and continued funding for all categories related to Public Health Preparedness, including Hospital Preparedness Program, Homeland Security, Cities Readiness Initiative and core Public Health Preparedness.
- ~~94~~.95. SUPPORT increased funding and policy changes for Tuberculosis (TB) prevention and treatment, to reflect the increased risk of transmission faced across the Bay Area. *The Bay Area, including Contra Costa County, experiences more cases of active Tuberculosis than do most states in the nation. The demographic make-up of our communities combined with frequent international travel between the Bay and areas where TB is endemic, present an added risk and thus the need to maintain adequate funding and program infrastructure.*
- ~~95~~.96. SUPPORT increased funding for the public health infrastructure, capacity and prevention services as outlined in the public health components of the Affordable Care Act and the National Prevention and Public Health Fund.
- ~~96~~.97. SUPPORT recognition of Local Public Health Departments as an authorized provider for direct billing reimbursement related to the provision of Immunization, Family Planning, HIV, STD and TB services.
- ~~97~~.98. SUPPORT the reversal of the pre-emption language regarding local Menu-Labeling that is included in the Affordable Care Act.
- ~~98~~.99. SUPPORT enhanced funding and capacity for public health programs, specifically:
- a. Prevention programs in the areas of chronic disease, specifically, obesity, diabetes, asthma and cancer.

- b. Prevention and risk reduction programs in the area of HIV, STD, teen pregnancy, injury prevention as well as health promotion programs, such as nutrition and activity education;
- c. Oral health programs, especially those which address the needs of children and those with oral health disparities.
- d. Protecting the Prevention and Public Health Fund (PPHF), as established in the Affordable Care Act.
- e. Increased resources dedicated to surveillance and prevention programs targeting chronic diseases such as cardiovascular, stroke, cancer, diabetes, and asthma, as well as injury and violence;
- f. Combating infectious and emerging diseases, such as Zika, novel Influenza, Hepatitis B, Hepatitis C, Chlamydia, and seasonal Influenza and public health programs which provide screening, diagnosis, and treatment;
- g. Provide for adequate State funding for children's programs, including the California Children's Services (CCS) program for clients who are not Medi-Cal eligible to assure that counties are not overmatched in their financial participation; and
- h. Programs which seek to monitor and address the needs of Foster youth, especially those on psychotropic medication.
- i. Best practice programs which seeks to protect and enhance the health of pregnant women and that address maternal, child and adolescent health needs.

~~99-100.~~100. SUPPORT efforts to strengthen needle exchange programs as part of an overall program to combat the spread of HIV and other diseases; allowing items associated with needle exchange programs such as, cookers, sterile water, and cotton to be distributed along with clean needles; and the elimination of the federal ban on funding needle exchange programs.

~~100-101.~~101. SUPPORT legislative efforts to reduce or eliminate lead and toxic substances in consumer products, particularly those used by infants and children.

~~101-102.~~102. SUPPORT legislative efforts to reduce exposure to toxic air pollutants and the reduction of greenhouse gases.

~~102-103.~~103. SUPPORT funding, policy and programs dedicated to suicide, injury and violence prevention. Additionally, support efforts aimed at reducing health disparities and inequities associated with violence against women, communities of color and the LGBT community. Programs which seek to limit the effects of injury, violence and abuse on children, seniors and persons with disability.

~~103-104.~~104. SUPPORT funding, policy and program development aimed at reducing the misuse of prescription drugs, most especially opioids. Additionally, support funding and resources for local capacity to address new state laws regarding restrictions on the sale and use of powdered alcohol.

~~104.~~105. SUPPORT necessary County infrastructure and adequate funding related to education, regulatory, testing and enforcement functions associated with the State Medical Marijuana regulatory controls.

~~105.~~106. SUPPORT legislation and/or similar policy efforts to tax certain beverages that contain added sugars, by establishing a per fluid ounce health impact fee on sugar sweetened beverages at the distributor level. In addition, support efforts which would create the Sugar Sweetened Beverage Safety warning act, which would require a safety warning on all sealed sugar sweetened beverages.

~~106.~~107. SUPPORT legislation and efforts that support healthy meals and adequate meal time for school-age children.

~~107.~~108. SUPPORT efforts to dedicate funding that sustains and expands non-infrastructure Safe Routes to School programs that educate students, parents, and school staff about safe walking and bicycling to school.

~~108.~~109. SUPPORT efforts to address the underlying determinants of health and health equity, such as housing and prevention of displacement, educational attainment and livable wage jobs, and accessible transportation.

Human Services

~~109.~~110. SUPPORT efforts to promote safety of Adult Protective Services workers conducting required unannounced home visits by allowing them to request and receive from law enforcement criminal record checks through the California Law Enforcement Telecommunications System (CLETS). *This would primarily be used for reported abusers in the household.*

~~110.~~111. SUPPORT efforts to develop emergency/and or temporary shelter options for Adult Protective Services population and consider options that include but are not limited to, licensing of facilities specifically for this population and exploring Medi-Cal billing options to support clients in hospitals and other care facilities pending a more permanent housing placement.

~~111.~~112. SUPPORT simplification of IHSS service hour calculation and allocation to insure compliance with the Fair Labor Standards Act (FLSA) and efficiently provide services to consumers.

~~112.~~113. SUPPORT efforts that seek to identify and eliminate elder financial abuse and elder exposure to crime that may be committed through conservatorships, powers of attorney, notaries and others who have the right to control elder assets, including through solutions that allow access for Adult Protective Services to access financial records for investigation of financial abuse and exploitation. *Financial abuse is a fast-growing form of abuse of seniors and adults with disabilities and current law does not authorize*

financial institutions to grant access to financial records necessary to investigate the reported abuse without the consent of the account holder or authorized representative.

~~113.~~114. SUPPORT efforts to establish an “umbrella code” for the reporting of incidents of elder abuse to the Department of Justice, thus more accurately recording the incidence of abuse. Current reporting policies within California’s law enforcement community and social services departments are uncoordinated in regards to the reporting of adult abuse. Under an “umbrella code,” law enforcement agencies and social services departments would uniformly report incidents of elder abuse and California would have much better data for policy and budget development purposes.

~~114.~~115. SUPPORT funding for statewide Adult Protective Services training.

~~115.~~116. SUPPORT establishing a State funded and administered General Assistance Program. *The General Assistance Program is 100% County funded. Moving it to the State would relieve pressure on the County budget and appropriately direct costs to the State.*

~~116.~~117. SUPPORT legislative efforts that allow for coordination of services and data, across state and county departments, that support aging and elder populations.

~~117.~~118. SUPPORT creation of a pilot program “Fostering Dignity in Aging,” to provide grant funding to counties to be used specifically for housing preservation and eviction prevention services of victims of elder and dependent adult abuse, exploitation, neglect, or self-neglect.

~~118.~~119. SUPPORT creation of funding opportunities and policies which promote the development of aging-friendly communities.

~~119.~~120. SUPPORT efforts to extend family stabilization mental health/substance abuse funding to include all family members. *Current law only funds services for adult Welfare to Work participants.*

~~120.~~121. SUPPORT solutions to address gaps in existing state statute that cause disruptions to continuity of care for some Covered California Insurance Affordability Program (IAP) enrollees when a new determination of IAP takes place.

~~121.~~122. SUPPORT the use of state funds to pay for CalFresh benefits for those Deferred Action for Childhood Arrivals (DACAs) and PRUCOL (Permanent Residents Under the Color of Law) who would otherwise be ineligible for CalFresh.

~~122.~~123. SUPPORT efforts to extend eligibility to zero share of Medi-Cal cost when recipients report new earned income. *Potential increases to state and local minimum wage impacts eligibility to free health care.*

~~123.~~124. SUPPORT efforts to extend eligibility of CalWORKs benefit by exempting the first 6 months of earned income received from new employment or wage increases.
Intended to create better financial stability when a family's income increases due to changes in local and state minimum wage law.

~~124.~~125. SUPPORT fully funding Medi-Cal Administrative costs.

~~125.~~126. SUPPORT efforts to increase County flexibility in the use of CalWORKs funds and in program requirements in order to better support the transition of welfare dependent families from welfare-to-work to self-sufficiency, including, but not limited to: extending supportive services beyond the current limit; enhancing supportive services; increasing diversion and early intervention to obviate the need for aid.

Legislative changes to support these initiatives could include the following:

- a. **Supportive Services.** Extending the length of time CalWORKS recipients can receive supportive service such as help with transportation, child care, work uniforms, etc.
- b. **Welfare to Work.** Extending the length of time families can receive Welfare to Work services (job training and search and other employment related services) including job retention services. Currently CalWORKS recipients are eligible to receive supportive services and Welfare to Work services for up to 48 months if they are in compliance with CalWORKS rules. After 48 months these services or for CalWORKS cash aid. Helping people move from poverty and significant education gaps to full time employment in jobs that pay a high enough wage to be self-sufficient is difficult. It can take longer than 48 months and allowing for the flexibility to extend supportive services and training past the 48 month time limit would help.
- c. **Diversion:** Removing the criteria that someone has to be apparently eligible to CalWORKs in order to qualify for diversion and base the criteria on the client's circumstance and ability to maintain the situation on their own without the need of continued assistance.
 - When applying income and resource requirements for diversion, use only half of their income and/or resource value or increase the limits for income and resources for diversion only.
 - Increasing the amount of the diversion payment. If the applicant doesn't "use" all of the amount, they have 12 months to come back into the office and apply for the remaining amount of their diversion payments.
 - Allowing families to reapply for CalWORKs during their diversion period without a repayment penalty or CalWORKs ineligibility.
- d. Expanding job retention services;

- e. Exempting the hard-to-serve from Welfare-to-Work activities and the 20% exemption or providing flexibility in the time limit (dependent upon terms and conditions of TANF authorization). Developing an eligibility definition to 250% of the federal poverty level (FPL). Currently, the CalWORKs poverty level is 130% of the FPL for each Assistance Unit (AU). An increase to 250% would ensure more families meet income eligibility requirements.

All of these measures would make it easier for CalWORKs families to enter employment services, become employed, and continue with the support they need in order to maintain their jobs.

~~126.~~127. SUPPORT efforts to revise the definition of “homelessness” in the Welfare & Institutions Codes to include families who have received eviction notices due to a verified financial hardship, thus allowing early intervention assistance for CalWORKs families. *Current law prevents CalWORKs from providing homeless assistance until the CalWORKs family is actually “on the street.” This rule change would enable the County to work with CalWORKs families who are being threatened with homelessness to prevent the eviction and, presumably, better maintain the family members’ employment status.*

~~127.~~128. SUPPORT alignment of verification requirements for CalWORKs, CalFRESH and Medi-Cal programs to simplify the customer experience and reduce the potential for error. Consider letting all programs access the Federal Hub used through CalHEERs. *Currently these programs have different requirements for client verification, though they are all benefit programs. Alignment of verifications would make program administration more efficient and improve the client experience.*

~~128.~~129. SUPPORT allowing all individuals in receipt of Unemployment Benefits (UIB) to be automatically eligible for CalFresh. *Applying for UI and CalFresh is duplicative because requirements of both program are so similar. This would increase CalFresh uptake in an efficient way.*

~~129.~~130. SUPPORT efforts to increase CalFresh benefit amounts to better meet recipients’ nutritional needs, improve ease and accessibility of the CalFresh application and recertification processes, and adjust CalFresh eligibility requirements to include currently excluded populations with significant need.

~~130.~~131. SUPPORT efforts to restore cuts to the Supplemental Security Income/State Supplementary Payment (SSI/SSP) Program and reinstate the annual Cost of Living Adjustment (COLA.)

~~131.~~132. SUPPORT efforts to ensure funding of child care for CalWORKs and former CalWORKs families at levels sufficient to meet demand. The State of California has not fully funded the cost of child care for the “working poor.” *Additional funding would allow more CalWORKs and post-CalWORKs families to become and/or stay employed.*

- ~~132.~~133. SUPPORT the efforts of CHSA (California Head Start Association) in securing legislation to support a state-wide integrated child care licensing structure. This will allow childcare programs to apply for and have one child care license for all children 0-5 as opposed to the current system of a two-license structure for varying ages of children in care. California remains only one of two states in the nation to maintain the two license structure.
- ~~133.~~134. OPPOSE legislation, rules, regulations or policies that restrict or affect the amount of funds available to, or the local autonomy of, First 5 Commissions to allocate their funds in accordance with local needs.
- ~~134.~~135. OPPOSE any legislation that increases tobacco taxes but fails to include language to replace any funds subsequently lost to The California Children and Families Act/Trust Fund for local services funded by tobacco taxes, Proposition 10 in 1998 and Proposition 99 in 1988.
- ~~135.~~136. SUPPORT efforts by the Contra Costa County's executive directors and program administrators of all Child Care and Development Programs to restore state budget allocations to the FY 2009-10 levels if verified that this is an increase by fiscal analysts for the California State Preschool Program (CSPP), California Center-Based General Child Care Program (CCTR), CalWORKs Stage 2 (C2AP), CalWORKs Stage 3 (C3AP), Alternate Payment Program (CAPP), Child Care and Development Grant and the Child Care Retention Program (AB 212). *Budgets in these programs have stagnated or reduced. An increase would greatly help low-income people find work and stay in jobs.*
- ~~136.~~137. SUPPORT efforts to increase the number of subsidized child care slots to address the shortage of over 20,000 slots serving children 0-12 years of age in Contra Costa County; and SUPPORT efforts to enhance the quality of early learning programs and maintain local Quality Rating and Improvement Systems (QRIS) for early learning providers. *Affordable child care is key to low-income workers remaining employed and there is a significant dearth of subsidized child care slots. Increasing quality of early learning is important to developing skills in the next generation.*
- ~~137.~~138. SUPPORT legislation to expand early child care and education and increase funding for preschool and early learning.
- ~~138.~~139. SUPPORT the restoration of funding for Facility Restoration and Repair (FRR) grants by California Department of Education. *Increasing the funding amounts for facility restoration of early childhood education would allow for improved facilities at Head Start sites.*
- ~~139.~~140. SUPPORT legislation to expand early care and education and increase funding for preschool and early learning, through a diverse and multi-faceted delivery system.

~~140.~~141. SUPPORT restoration of child development programs (pre-2011 funding) under Proposition 98 funding.

~~141.~~142. SUPPORT legislation that would clarify and streamline the definition of homelessness across categorical eligibility for child care services to homeless children.

~~142.~~143. SUPPORT legislation that would clarify the definition of “volunteer” in SB 792, a bill which prohibits, commencing September 1, 2016, a person from being employed or volunteering at a day care center or a day care home if he or she has not been immunized against influenza, pertussis, and measles. *Current law does not specify an established minimum of time spent in a child care facility to be considered a volunteer. SB 792, therefore, would apply to parents/grandparents coming to child care centers for one-time volunteer activities, to provide proof of vaccination.*

~~143.~~144. SUPPORT the establishment of a 12-month child care assistance and graduated phase out that allows for tapered assistance to families whose income has increased at the time of re-determination, but still does not exceed the federal income limit of 85% of State Median Income.

~~144.~~145. SUPPORT continued and improved funding for substance abuse treatment and mental health services including those that provide alternatives to incarceration and Laura’s Law.

~~145.~~146. SUPPORT increased funding for Foster Parent Recruitment and Retention.

~~146.~~147. SUPPORT continued and improved funding for implementation of Continuum of Care Reform.

~~147.~~148. SUPPORT child-specific approval for kinship caregivers (and non-related extended family members) to enable relatives to care for their related child/children, if in the child’s best interest, even if the relative/NREFM is not able or willing to be approved as a foster parent for their foster children.

~~148.~~149. SUPPORT counties to access CWS/CMS to determine family’s child abuse history for the Resource Family Approval process.

~~149.~~150. SUPPORT efforts to improve and expand emergency food assistance networks’ (e.g. local food banks, food pantries) ability to procure, store, and distribute nutritious food to those in need.

~~150.~~151. SUPPORT efforts that seek to address the impact of domestic violence and sexual assault and implement culturally relevant, trauma-informed responses, connect victims to services, and prevent domestic violence and sexual assault.

~~151.~~152. SUPPORT increased investments in housing for victims of domestic violence and human trafficking including the preservation of emergency and long-term housing options for victims.

~~152~~153. _____ SUPPORT efforts that prevent domestic violence homicide including assessment of risk for assault or lethal force throughout the criminal justice system.

~~153~~154. _____ SUPPORT investments in continuous training and coordination of training for all law enforcement officers, District Attorneys, Public Defenders, Judges and other court staff on issues of domestic violence, sexual assault, human trafficking, elder abuse and trauma informed approaches.

~~154~~155. _____ SUPPORT a federal waiver that would allow county social services agencies to process CalFresh applications for jail inmates and suspend rather than terminate CalFresh eligibility when a recipient is detailed in a county jail for a period of less than a year.

~~155~~156. _____ SUPPORT efforts that would allow CalWORKs Welfare to Work participants to participate and achieve high school equivalency program without having their 24-month clock be impacted during their time in the program.

~~156~~157. _____ SUPPORT increase of daily rate available under Temporary HA from \$65 per day to \$85 per day for homeless CalWORKs families of four or fewer and provide an additional \$15 per day for each additional family member up to a maximum of \$145 daily.

~~157~~158. _____ SUPPORT research that describes and assesses local service needs and gaps impacting aging residents and that proposes specific and actionable local strategies to address these needs.

~~158~~159. _____ SUPPORT legislation and investments related to long-term care, senior housing affordability, medical service access, transportation, isolation and other quality of life issues to support aging with dignity.

Indian Gaming Issues

Contra Costa County is currently home to the Lytton Band of the Pomo Indians' Casino in San Pablo, a Class II gaming facility. There has been a proposal for an additional casino in North Richmond. Local governments have limited authority in determining whether or not such facilities should be sited in their jurisdiction; the terms and conditions under which the facilities will operate; and what, if any, mitigation will be paid to offset the cost of increased services and lost revenues. Contra Costa County has been active in working with CSAC and others to address these issues, as well as the need for funding for participation in the federal and state review processes and for mitigation for the existing Class II casino.

~~159~~160. _____ SUPPORT efforts to ensure that counties who have existing or proposed Class II Indian gaming facilities receive the Special Distribution Funds.

~~160~~161. _____ CONSIDER, on a case by case basis, whether or not to SUPPORT or OPPOSE Indian gaming facilities in Contra Costa County, and only SUPPORT facilities that are unique in nature and can demonstrate significant community benefits above and beyond the costs associated with mitigating community impacts.

~~161.~~162. _____ OPPOSE the expansion or approval of Class III gaming machines at the existing gaming facility in Contra Costa County unless it can be demonstrated that there would be significant community benefits above and beyond the costs associated with mitigating community impacts.

~~162.~~163. _____ SUPPORT State authority to tighten up the definition of a Class II machine.

~~163.~~164. _____ SUPPORT State legislative and administration actions consistent with the CSAC policy documents on development on Indian Lands and Compact negotiations for Indian gaming.

Land Use/Community Development

~~164.~~165. _____ 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. Priority Production Areas are locally designated zones where manufacturing, warehousing, distribution and repair services would be a priority consideration in determining future land use.*

~~165.~~166. _____ SUPPORT efforts to increase the supply of affordable housing, including, but not limited to, state issuance of private activity bonds, affordable and low income housing bond measures, low-income housing tax credits and state infrastructure financing. *This position supports a number of goals in the County General Plan Housing Element.*

~~166.~~167. _____ SUPPORT establishment of a CEQA exemption for affordable housing financing. Current law provides a statutory exemption from CEQA to state agencies for financing of affordable housing (Section 21080.10(b) of the California Public Resources Code and Section 15267 of the CEQA Guidelines)—but not to local agencies. *The current exemption for state agencies is only operational if a CEQA review process has been completed by another agency (e.g., by the land use permitting agency). Since the act of financing does not change the environmental setting, the net effect of the exemption is streamlining the process for providing financial assistance for already approved projects. AB 2518 (Houston) in 2006 was a Contra Costa County-sponsored bill to accomplish this, but it was not successful in the Legislature.*

~~167.~~168. _____ SUPPORT efforts to obtain a CEQA exemption or to utilize CEQA streamlining provisions for infill development or Priority Development Areas, including in unincorporated areas. Section 15332 of the CEQA Guidelines is a Categorical Exemption for infill development projects but only within cities or unincorporated areas of a certain size surrounded by cities. *Without the exemption, housing projects in the unincorporated areas that are not surrounded by cities (e.g. North Richmond, Montalvin Manor and Rodeo) are subject to a more time-consuming and costly process in order to*

comply with the CEQA guidelines than that which is required of cities, despite having similar housing obligations. The CEQA exemption bill signed by the Governor in 2013 (SB 741) only applies to mixed-use or non-residential projects in the unincorporated areas that are both within ½ mile of a BART station and within the boundaries of an adopted Specific Plan.

~~168.~~169. SUPPORT efforts to reform State housing element law to promote the actual production and preservation of affordable housing and to focus less on process and paper compliance.

~~169.~~170. OPPOSE efforts to limit the County's ability to exercise local land use authority.

~~170.~~171. SUPPORT efforts to reduce the fiscalization of land use decision-making by local government, which favors retail uses over other job-creating uses and housing. *Reducing incentives for inappropriate land use decisions, particularly those that negatively affect neighboring jurisdictions, could result in more rational and harmonious land use.*

~~171.~~172. 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 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 California 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.

[Awaiting
input from HCP
staff]

~~172.~~173. SUPPORT legislation that would give local agencies specific tools for economic development purposes in order to enhance job opportunities, with emphasis on attracting and retaining businesses, blight removal and promoting smart growth and affordable housing development, while balancing the impacts on revenues for health and safety programs and healthy communities.

~~173.~~174. SUPPORT legislation that would resolve the administrative funding gap for agencies serving as the Successor Housing Agency. Such legislation should not have a negative impact on the localities' general fund. The Redevelopment Dissolution Act allows Successor Agencies a modest allowance of tax increment funds to support Successor Agency administrative costs. There is no such carve out for Housing Successors. However, unlike Successor Agencies, Housing Successors have an ongoing obligation to monitor existing affordable housing developments. These obligations will continue for up to 55 years.

~~174.~~175. SUPPORT legislation that would clarify the ability of successor agencies to former redevelopment agencies to enter into contracts with its sponsoring jurisdiction and third parties to fulfill enforceable obligations. *The existing redevelopment dissolution statute limits the contracting powers of successor agencies which is causing delays in their ability to expeditiously retire certain enforceable obligations of the former redevelopment agencies.*

~~175.~~176. SUPPORT legislative and regulatory efforts that streamline compliance with the California Environmental Quality Act (CEQA) by integrating it with other environmental protection laws and regulations, modifying the tiering of environmental reviews, expanding the application of prior environmental reviews, focusing areas of potential CEQA litigation, and enhancing public disclosure and accountability.

~~176.~~177. OPPOSE CEQA reform efforts that reduce environmental protections for projects that cross county or city boundaries.

~~177.~~178. SUPPORT efforts to improve or streamline CEQA for efficiency without losing sight of its ultimate goal to thoroughly identify environmental impacts and mitigations.

~~178.~~179. OPPOSE efforts to change CEQA solely to accommodate one particular infrastructure project or set of projects.

~~179.~~180. SUPPORT legislation that amends Section 20133 of the Public Contract Code to 1) delete the existing sunset date of July 1, 2014 for design-build authority granted to counties, and 2) eliminate the current project cost threshold of \$2.5 million required for the use of the design-build method.

Law and Justice System

~~180.~~181. SUPPORT legislation that seeks to curb metal theft by making it easier for law enforcement agencies to track stolen metals sold to scrap dealers through such means as requiring identification from customers selling commonly stolen metals, banning cash transactions over a certain amount, and requiring scrap dealers to hold materials they buy for a certain period of time before melting them down or reselling them.

~~181.~~182. SUPPORT legislation that provides a practical and efficient solution to addressing the problem of abandoned and trespassing vessels and ground tackle in an administrative process that allows the California State Lands Commission to both remove and dispose of such vessels and unpermitted ground tackle. *Boat owners in increasing numbers are abandoning both recreational and commercial vessels in areas within the Commission's jurisdiction. Our state waterways are becoming clogged with hulks that break up, leak, sink and add pollutants to our waterways and marine habitat.*

182.183. SUPPORT legislation that requires boater's insurance. *Currently, boaters are not required to carry insurance in California.*

183.184. SUPPORT legislation that provides better funding for local agencies forced to deal with abandoned and sunken vessels and their environmental impacts.

~~184.~~185. OPPOSE legislative proposals to realign additional program responsibility to counties without adequate funding and protections.

~~185.~~186. OPPOSE legislation that would shift the responsibility of parolees from the state to the counties without adequate notification, documentation and funding.

~~186.~~187. SUPPORT legislation that will help counties implement the 2011 Public Safety Realignment as long as the proposal would: provide for county flexibility, eliminate redundant or unnecessary reporting, and would not transfer more responsibility without funding.

~~187.~~188. SUPPORT legislation that will combat the negative impact that human trafficking has on victims in our communities, including the impact that this activity has on a range of County services and supports, and support efforts to provide additional tools, resources and funding to help counties address this growing problem.

~~188.~~189. ADVOCATE for State legislation banning the sale of alcopop products by businesses that sell alcoholic beverages. The California Department of Alcoholic Beverage Control is responsible for regulating the type of alcohol products that a business may sell. *A type of flavored malt alcoholic beverage product known as "alcopops" has been identified as a contributor to under-age drinking in the County. The term alcopops usually refers to sweetened malt or alcoholic beverages that are typically sold in single-serving bottles or cans. The Board, through recommendations from the Public Protection Committee, has adopted amendments to the Alcoholic Beverage Sales Commercial Activities Zoning Ordinance that authorizes the County to prohibit the sale of alcopops at any establishment not in compliance with the performance standards. Along with the code changes, various implementation strategies were also approved in order to better coordinate efforts between County Departments and agencies for streamlined implementation and enforcement of the Ordinance.*

189.190. SUPPORT legislative reform of current bail provisions that will replace reliance on money bail with a system that incorporates a pretrial risk assessment tool and evidence-based pretrial release decisions. *The current reliance on fixed bail schedules*

and commercial money bonds ignores public safety factors and unfairly penalizes poor people who are awaiting trial. Bail reform in this manner will ensure that only dangerous persons who cannot be safely supervised in the community while they are awaiting trial will be held in custody pretrial. Locally, our County has moved in this direction with an AB109 funded pretrial program.

Levees

~~190.~~191. ADVOCATE for administrative and legislative action to provide significant funding for rehabilitation of levees in the western and central Delta. *Proposition 1E, passed in November 2006, provides for over \$3 billion for levees, primarily those in the Central Valley Flood Control Program. Language is included in the bond for other Delta levees but funding is not specifically directed. The County will work to actively advocate for \$1 billion in funding through this bond.*

~~191.~~192. SUPPORT legislation that requires the levee repair funds generated by Proposition 1E be spent within one year or legislative hearings conducted on expediting the expenditure of bond proceeds through the Department of Water Resources Delta Levees Section. Many public agencies, including reclamation districts charged with maintaining levees, have complained about the state's inaction in allocating and distributing the levee funds that were raised by the bond sales authorized by Proposition 1E in 2008. Legislation could require the immediate distribution of these funds to local levee projects. The Delta Reform Act of 2009 authorized over \$202 million for levee repairs. Legislative hearings may produce explanations from the state as to why these funds are not being distributed or identify methods to streamline administration of these funds.

~~192.~~193. SUPPORT legislation to amend California Water Code Section 12986, to maintain the state/local funding ratio of 75/25 for the state's Delta Levees Subventions Program, which provides funds for local levee repair and maintenance projects. The code provisions that have the state paying 75% of project costs will expire on July 1, 2013. At that time the matching ratio will change to 50/50. This means local reclamation districts will have to pay a larger portion of project costs (50%, compared to their current 25% requirement). Many districts do not have the funding to do so. The Delta Levees Subventions Program should continue to use funds from bonds or other dedicated sources, rather than the state's General Fund. For the past several years the program has been funded from bonds. When these bond funds run out, the program will have to be funded from the General Fund, unless some other new dedicated funding source is established.

~~193.~~194. ADVOCATE for legislation dealing with the Delta, including levees and levee programs, level and type of flood protection, beneficiary-pays programs, flood insurance, liability and other levee/land use issues.

~~194.~~195. SUPPORT legislation/regulation requiring Reclamation Districts to develop, publish, and maintain hazard emergency plans for their districts. *Emergency response*

plans are critical to emergency management, particularly in an area or situation like the Delta where a levee break could trigger other emergencies. This legislation/regulation should also include the requirement for plan review and annual distribution of the plan to the residents of the district, County Office of Emergency Services and other government agencies that have emergency response interests within the district.

~~195.~~196. SUPPORT legislation to amend California Water Code Section 85057.5 to bring the Delta Stewardship Council's "covered actions" land-use review process into consistency with CEQA. This section of state code defines a "covered action," which refers to local permit decisions that are subject to potential revocation by the Council, as adopted in the Council's Delta Plan. The proposed process works as follows: (1) if a local permit application meets the definition of a "covered action," the jurisdiction must evaluate it for consistency with all of the policies in the Council's Delta Plan. (2) If the jurisdiction finds the project is consistent with the Delta Plan, they notify the Council of this finding. (3) Anyone who objects to the project may appeal the consistency finding, and it will be up to the Council to make the final decision. Should the Council decide against the local jurisdiction, there is no appeal process available to the jurisdiction or project applicant other than legal action.

"Covered actions" are defined in Section 85057.5 of the California Water Code. It defines them as plans, projects or programs as defined by CEQA, and then goes on to grant several exemptions to certain types of projects. It does not, however, provide exemptions for all the project types that CEQA itself exempts. CEQA provides a lengthy list of categorical exemptions for plans, projects and programs that generally do not have significant environmental impacts, and projects that have compelling reasons to move forward quickly (such as public safety projects). The entire list of categorical exemptions from CEQA also should be exempt from the Delta Stewardship Council's "covered actions" process.

Library

~~196.~~197. SUPPORT State financial assistance in the operation of public libraries, including full funding of the Public Library Fund (PLF) and the Direct/Interlibrary Loan (Transaction Based Reimbursement) program.

~~197.~~198. SUPPORT State bonds for public library construction. The 2000 library construction bond provided funding for two libraries in Contra Costa County. There is currently a need of approximately \$289,000,000 for public library construction, expansion and renovation in Contra Costa County.

~~198.~~199. SUPPORT continued funding for the California Library Literacy and English Acquisition Services Program, which provides matching funds for public library adult literacy programs that offer free, confidential, one-on-one basic literacy instruction to English-speaking adults who want to improve their reading, writing, and spelling skills.

Pipeline Safety

~~199~~200. SUPPORT legislation that contains specific mitigations or solutions for installation of Automatic Shutoff Valves for both High Consequence Areas (HCA) and for those that transverse Active Seismic Earthquake Faults for all intrastate petroleum pipelines. *State Fire Marshal Annual Inspections of all Intrastate Petroleum Pipelines do not contain the specific mitigations or solutions for installation of Automatic Shutoff Valves for both High Consequence Areas (HCA) and for those that traverse Active Seismic Earthquake Faults that are mandated for Gas Pipelines under AB 2856. The County has several petroleum pipelines that should be classified under these categories and present the same explosive nature as gas pipelines do.*

~~200~~201. SUPPORT legislation that contains specific language for protection of all seasonal and all year creeks and all State Waterways where petroleum pipelines are present. *New and replacement pipelines near environmentally and ecologically sensitive areas should use the best available technology including, but not limited to, the installation of leak detection technology, automatic shutoff systems or remote controlled sectionalized block valves, or any combination of these technologies to reduce the amount of oil released in an oil spill to protect state waters and wildlife.*

~~201~~202. SUPPORT legislation that that requires the same standards for installation of Automatic Shutoff Valves or Remote Controlled Sectionalized Block Valves of owners and operators of intrastate petroleum pipelines located in High Consequence Areas or that traverse Active Seismic Earthquake Faults. *These standards should provide the location of existing valves and the proposed location of new valves to the State Fire Marshal's Office allowing their interaction with the process, to establish action timelines, to adopt standards for how to prioritize installation, to ensure that valves are installed as quickly as reasonably possible and to establish ongoing procedures for monitoring progress in achieving requirements.*

Telecommunications and Broadband

~~202~~203. SUPPORT clean-up legislation on AB 2987 that provides for local emergency notifications similar to provisions in cable franchises for the last 20 years. *Currently our franchises require the cable systems to carry emergency messages in the event of local emergencies. With the occurrence of several local refinery incidents, this service is critical for Contra Costa. Under federal law, Emergency Alert System requirements leave broad discretion to broadcasters to decide when and what information to broadcast, emergency management offices to communicate with the public in times of emergencies.*

~~203~~204. SUPPORT preservation of local government ownership and control of the local public rights-of-way. *Currently, local government has authority over the time, place, and manner in which infrastructure is placed in their rights-of-way. The California Public*

Utilities Commission is considering rulemaking that would give them jurisdiction to decide issues between local government and telecommunication providers.

204-205. SUPPORT the expansion of broadband (high speed internet service) to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents. For communities to realize these full benefits of broadband it must be capable of supporting current technology.

Access and adoption are both necessary elements that should be supported in state and federal legislative or regulatory proposals. This entails the following:

- Establishing and maintaining reliable broadband in unserved or underserved communities;
- Promoting the knowledge, skills and behaviors that comprise digital literacy;
- Making broadband affordable for all households;
- Maximizing funding for infrastructure; and
- Reducing infrastructure deployment barriers.

Transportation

205-206. SUPPORT increased flexibility in the use of transportation funds.

206-207. SUPPORT regional coordination that provides for local input in addressing transportation needs. *Coordinated planning and delivery of public transit, paratransit, non-profit/community-based transit, 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 or state planning efforts/requirements would be inconsistent with this goal. Consistent with that position, relief from the requirements imposed on the County by the state relative to the Iron Horse corridor would foster coordination along this multi-jurisdictional corridor.*

[Staff comment: This revision reflects and supports the County's Iron Horse Corridor planning study. In addition, this language sanctions the County's ongoing efforts relative to the legacy obligations imposed by the state.]

207-208. SUPPORT efforts to improve safety throughout the transportation system. *The County supports new and expanded projects and programs to improve safety for bicyclists, pedestrians and wheelchair users, as well as projects to improve safety on high-accident transportation facilities such as Vasco Road. Data on transportation safety would be improved by including global positioning system (GPS) location data for every reported accident*

[Crossing guard revisions were provided by public works.]

[Speed camera language memorializes the direction given to staff by TWIC during their review of the Complete Streets implementation efforts.]

The County also supports the expansion of school safety improvement programs such as stable/dedicated funding for crossing guards, revised school zone references in the vehicle code, Safe Routes to Schools (SR2S) grants, statutory authorization of an automated safety enforcement (speed cameras) pilot program, efforts to improve the safety, expansion and security of freight transportation system including public and private maritime ports, airports, rail yards, railroad lines, rail bridges and sidings. The County also supports limits or elimination of public liability for installing traffic-calming devices on residential neighborhood streets.

208-209. SUPPORT funding or incentives for the use of renewable environmentally friendly resources in transportation construction projects. *The County seeks and supports grant programs, tax credits for manufacturers, state purchasing programs, and other incentives for local jurisdictions to use renewable and environmentally friendly materials such as pervious concrete, cool pavements, ~~the~~-rubberized asphalt (made from recycled tires)-~~that~~ the County has used as paving this material on San Pablo Dam Road and Pacheco Boulevard, and other emerging technologies/materials-*

[Comments from Public Works]

209-210. SUPPORT streamlining the delivery of transportation safety projects. *The length of time and amount of paperwork should be reduced to bring a transportation safety project more quickly through the planning, engineering and design, environmental review, funding application, and construction phases, such as for Vasco Road. This could include streamlining the environmental review process and also streamlining all state permitting requirements that pertain to transportation projects. Realistic deadlines for use of federal transportation funds would help local jurisdictions deliver complex projects without running afoul of federal time limits which are unrealistically tight for complex projects.*

210-211. SUPPORT efforts to coordinate development of state-funded or regulated facilities such as courts, schools, jails, roads and state offices with local planning. The County supports preserving the authority of Public Works over County roads by way of ensuring the Board of Supervisors' control over County roads as established in the Streets & Highways Code (Ch2 §940) is not undermined. This includes strongly opposing any

action by a non-local entity that would ultimately dilute current Board of Supervisors discretion relative to road design and land use.

~~211.~~212. 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 will urge the California Department of Education's current Title 5 update effort to include removing the current conflict between current school siting policies and sustainable communities. Related to this effort, the County supports reform of school siting practices by way of legislative changes related to any new statewide school construction bond authorization. The County takes the position that reform components should include bringing school siting practices and school zone references in the vehicle code into alignment with local growth management policies, safe routes to school best practices, State SB 375 principles, and the State Strategic Growth Council's "Health in All Policies Initiative."

~~212.~~213. SUPPORT regional aviation transportation planning efforts for coordinated aviation network planning to improve service delivery. Regional aviation coordination could also improve the surrounding surface transportation system by providing expanded local options for people and goods movement.

~~213.~~214. SUPPORT efforts to increase waterborne transport of goods and obtaining funds to support this effort. *The San Francisco to Stockton Ship Channel is a major transportation route for the region, providing water access to a large number of industries and the Ports of Sacramento and Stockton. A project is underway to deepen the channel, providing additional capacity to accommodate increasing commerce needs of the Ports and providing better operational flexibility for the other industries. Increased goods movement via waterways has clear benefits to congestion management on highways and railroads (with resultant air quality benefits).*

~~214.~~215. SUPPORT legislative and administrative measures to enhance rail safety, increase state oversight of railroad bridges, provide funding for the training of first responders, and implement regulations that increase tank car safety standards for cars transporting crude oil and other hazardous materials, and regulations that require railroads to share data with state emergency managers and local responders.

216. 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.

215-217. Support administrative or legislative mechanisms that facilitate coordination between transportation agencies and utilities relative to expediting construction projects. Without willing and proactive coordination, transportation projects are subject to delays and substantially increased costs. These costs are borne by the taxpayers. Policy #208 (“...efforts to improve safety...”), and #209 (“...streamlining the delivery of transportation safety projects...”) can be referenced to justify a modifier that would increase the coordination imperative for projects that have a safety component.

[Comments from Public Works to address the increasing difficulty establishing an efficient, collaborative working relationship with utilities. Without an efficient relationship project timelines and costs are substantially increased.]

Veterans

216-218. SUPPORT legislation and budget actions that will continue the state's annual local assistance for County Veterans Service Offices at a minimum of the \$5.6 million level. The eventual goal is to fully fund CVSOs by appropriating the full \$11 million in local assistance funding as reflected in Military and Veterans Code Section 972.1(d). *County Veterans Service Offices (CVSOs) play a vital role in the local veteran community, not only within the Veterans Affairs claims process, but in other aspects as well. This includes providing information about all veterans' benefits (Federal, State and local), as well as providing claims assistance for all veteran-related benefits, referring veterans to ancillary community resources, providing hands-on development and case management services for claims and appeals and transporting local veterans to VA facilities.*

217-219. SUPPORT legislation and budget actions that will provide veterans organizations with resources to make necessary repairs to, or replacement of, their meeting halls and facilities. *Across California, the meeting halls and posts of Veterans Service Organizations such as the American Legion and Veterans of Foreign Wars serve as unofficial community centers. Many of these facilities are not compliant with Americans with Disabilities Act accessibility standards, are not earthquake retrofitted, or have deteriorated in recent years due to declining membership and reduced rental revenues as a result of the economic downturn. The County will support legislation that would create a competitive grant program for veterans' organizations, classified by the IRS as 501c19 non-profit organizations and comprised primarily of past or present members of the United States Armed Forces and their family members, to use for repairs and improvements to their existing facilities.*

218-220. SUPPORT legislation that will improve the timeliness and quality of both VA benefits claim decisions and VA healthcare services. Specifically, legislation that works toward improving on the expedited processing of claims, providing VA healthcare, and administering of benefits to populations with unique needs, such as homeless Veterans,

Women Veterans, and Veterans experiencing service related Posttraumatic Stress Disorder or service related Traumatic Brain Injury.

Waste Management

~~219-221.~~ 221. SUPPORT legislation that establishes producer responsibility for management at the end of their useful life of products, including pharmaceuticals, batteries, sharps and veterinary medicine.

~~220-222.~~ 222. SUPPORT efforts to increase the development of markets for recycled materials.

~~221-223.~~ 223. SUPPORT legislative and regulatory efforts to allow third parties, under specific circumstances and conditions, to collect and transport household hazardous waste to collection facilities.

~~222-224.~~ 224. SUPPORT legislation that seeks to remedy the environmental degradation and solid waste management problems on a State-wide basis of polystyrene containers and single-use plastic bags typically given away for free at grocery, retail and other establishments.

~~223-225.~~ 225. SUPPORT legislation that does not require increased diversion from landfills without an adequate funding mechanism.

~~224-226.~~ 226. SUPPORT legislation that would make changes to the used tire redemption program. *Instead of collecting a disposal fee from the consumer when new tires are purchased, a disposal fee would be collected at the wholesale level and redeemed by the disposal site when the used tires are brought to the site. The party bringing the tires to the disposal site would also receive a portion of the fee.*

~~225-227.~~ 227. SUPPORT legislation that relieves counties with privately-operated landfills from the state requirement for maintaining a 15-year supply of disposal capacity for waste generated within each county. *In 1989, Contra Costa County amended its general plan to accommodate construction of Keller Canyon Landfill. Due to the difficulty in siting landfills and the requirements of Public Resources Code 47100 – Countywide Siting Element, the County maintained authority to control the amount of waste disposed at this facility from outside the county. Despite Contra Costa County's opposition, AB 845 became law on January 1, 2013 and prohibits any jurisdiction from regulating the amount of waste disposed at a privately-operated landfill based on its place of origin.*

Because local jurisdictions can no longer control importation of waste to privately-operated landfills, a host County that receives a significant amount of waste from outside the county will have a greater need to undertake the difficult task of identifying new disposal capacity pursuant to the Countywide Siting Element requirement. Since the state believes there is no need for local jurisdictions to regulate disposal of solid waste by place of origin, the state should remove existing statutes that require each County with

privately-operated landfills to identify sufficient disposal capacity for the waste generated by the jurisdictions within that County.

226-228. SUPPORT legislation that can reduce the amount of harmful pharmaceuticals (including veterinary medicine) that ultimately enter waste water treatment facilities, bodies of water, and landfills.

227-229. SUPPORT legislative and regulatory efforts to restrict payments from the Beverage Container Recycling Program Fund for redemption of beverage containers sold out of state. *Fraudulent redemption of these beverage containers is costing the Fund from \$40 million to \$200 million annually. This fraud combined with loans to the General Fund to reduce the State budget deficit has significantly reduced the availability of funds for increasing recycling as intended under the law.*

228-230. SUPPORT legislative and regulatory efforts that correct the imbalance between the County's regulatory authority to control the collection and disposal of solid waste generated within the unincorporated areas and our exposure to state penalties for failing to meet state mandates for diverting solid waste generated within these areas as a result of Appellate Court decisions. *In litigation where the County sought to protect its solid waste franchise authority for unincorporated areas the court awarded franchise authority to the Rodeo Sanitary District and Mountain View Sanitary District while the County remains exposed to state penalties for failing to meet state mandates for reducing disposal of solid waste generated in these areas.*

Workforce Development

229-231. SUPPORT legislative and regulatory efforts that make the necessary changes to existing law for the implementation of the federal Workforce Innovation and Opportunity Act (WIOA) in California. *The County supports legislation that would include provisions that state that the Local Plan developed by local workforce boards should be the basis of all workforce planning in the local areas and all workforce-related state grants. Additionally, the County supports provisions that ensure that staffing costs and support services should be included in the training expenditure requirement. Finally, the County supports provisions that require all programs listed in the Workforce Innovation & Opportunity Act (WIOA) work together to ensure that data is collected and reported across all programs, utilizing the state's base-wage file system to ease local reporting burdens.*



2017 FEDERAL LEGISLATIVE PLATFORM

Contra Costa County

**Adopted by the Board of Supervisors
January 17, 2017**



2017 FEDERAL LEGISLATIVE PLATFORM CONTRA COSTA COUNTY

Each year, the Board of Supervisors adopts a Federal Legislative Platform that establishes priorities and policy positions with regard to potential federal legislation and regulation.

FEDERAL FUNDING NEEDS

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

1. Emergency Operations Center (EOC) - \$350,000,000 for state and local efforts to sustain and enhance the effectiveness of their emergency management programs for all hazards preparedness. In FY 2015, California received more than \$27.8 million, the highest funded-state in the country, of which more than \$15.5 million was sub-allocated to approximately the 58 county Operational Areas (OAs) for critical hazard preparation activities. Last year California's Office of Emergency Services (Cal OES), in accordance with program guidelines, prioritized the building, sustainment, and delivery of all-hazards emergency management capabilities in the following areas: Planning, organization, equipment acquisitions, training, exercises, Emergency Operations Center (EOC) construction and renovation, and maintenance and sustainment. Of particular interest to Contra Costa County is the allowance for funds to be expended for EOC construction and renovation, as the County is seeking funding for the development of an EOC.

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

3. Safe and Bright Futures for Children Exposed to Domestic Violence and Trauma – \$400,000 to implement the federally funded plan to diminish the damaging effects of domestic violence, and exposure to early trauma on children and adolescents and to stop the cycle of intentional injury and abuse. A three year assessment and planning process resulted in a program plan that is working to align and create a system responsive to the needs of children exposed to

domestic violence and trauma through identification, early intervention; raising awareness; training professionals; utilizing and disseminating data; establishing consultation teams to support providers in intervening and using best practices; and developing targeted services. Exposure to domestic violence and trauma reshapes the human brain and is the primary cause of trauma in children's lives. It influences personality, shapes personal skills and behaviors, impacts academic performance, and substantially contributes to the high cost of law enforcement, civil/criminal justice and social services. Exposure to domestic violence and trauma is associated with greater rates of substance abuse, mental illness, and adverse health outcomes in adulthood, and substantially contributes to the high cost of law enforcement, civil/criminal justice and social services. (Note: \$428,000 appropriated for FFY 2009; \$550,000 for FFY 2010.)

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

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

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

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

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

FEDERAL TRANSPORTATION NEEDS

The following are priority transportation projects and programs for which federal funding is needed.

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 project that was funded with American Recovery and Reinvestment Act funds and completed in 2011.

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

2. North Richmond Truck Route -- **\$25 million** to construct a new road or other alternate access improvements that will provide truck access between businesses and the Richmond

Parkway, moving the truck traffic away from a residential neighborhood and elementary school. This project will increase safety, improve public health around the school and residential area by reducing diesel particulate emissions from those areas, increase livability of the neighborhood, improve local access to the Wildcat Creek Regional Trail, stimulate economic development in the industrial area of the community and provide a better route for trucks traveling to and from the Richmond Parkway. Several potential alignments have been identified, one of which was developed through a community planning process funded through an Environmental Justice planning grant from Caltrans.

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

4. Brentwood Intermodal Transit Center

~~**eBART Extension Next Phase Study/Environmental and Engineering** -- Project to improve access, and advance design and development of a transit center located in Brentwood, and serving Oakley, southeast Antioch, Discovery Bay and Brentwood. The BITC is proposed for Highway 4 between Lone Tree Way and Sand Creek Road, and would be served initially by Tri Delta Transit. Access would be provided via an extension of Heidorn Ranch Road, and the multimodal Mokelumne Trail. A possible future extension of eBART from the Antioch Station would be considered later.~~

~~\$10 million for environmental review and engineering work on the project identified in the Bay Area Rapid Transit District's (BART) eBART Next Segment Study in eastern Contra Costa County. With regard to additional stations and eBART rail corridor alignment tasks may include, but not necessarily be limited to, completion of~~

~~environmental review, and partial completion of engineering. Additional work may include, but not necessarily be limited to, evaluation and refinement of alignment and stations, development of capital and operating costs, land use analysis, completion of environmental review including appropriate mitigations, development of preliminary engineering, and public outreach. (Potential Program: FTA New Starts, FHWA/FTA Congestion Mitigation and Air Quality)~~

[Staff comment: Revisions were made in consultation with BART staff. At the time the original language was drafted, the next eBART phase was not yet defined. BART now has a strategy for the project, the revision reflects that strategy.]

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

[The Committee should discuss adding language consistent with the current corridor study which includes the review of the use of shared use autonomous vehicles in the corridor.]

expansion/enhancements, overcrossings (7 overcrossings in 5 cities), intersection improvements, Class I trail inter-connectivity projects, and wayfinding/signage projects.

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

[Staff is considering recommending the removal of this request but will first coordinate with the District Supervisor and staff.]

~~**7. Knightsen/Byron Area Transportation Study** – **\$300,000** to re-evaluate the Circulation Element of the County General Plan (GP) to improve its consistency with the Urban Limit Line (ULL) and related policies that ensure preservation of non-urban, agricultural, open space and other areas identified outside the ULL. Policies will be evaluated to provide a more efficient and affordable circulation system for the study area, serve all transportation user groups, support the local agricultural economy and accommodate the commuter traffic destined for employment centers outside the study area. Zoning and development regulations would be updated to implement the study recommendations.~~

[Staff recommends deleting this request for the following reasons: 1) The entire Circulation Element will be updated with the larger General Plan update currently being planned, 2) subsequent to the development of this concept the County has adopted two complete streets revisions to the General Plan (which guide design/investment in the entire County), 3) DCD and PWD are in the process of developing complete streets and vision zero policies (which also guide design/investment in the entire County), and 4) the City of Oakley is proceeding with their Byron Highway Extension which will substantially alter the circulation network in the subject area.]

8. Kirker Pass Road Truck Climbing Lanes – **\$4.57 million** for constructing northbound and \$20 million for constructing southbound truck climbing lanes on Kirker Pass Road, a heavily used arterial linking residential areas in eastern Contra Costa with job centers and the freeway system in central Contra Costa. The truck climbing lanes are needed to improve traffic flow and will also have safety benefits. The \$4.57 million will close a funding gap and augment secured funding: \$6 million in Measure J (local sales tax measure) funds and \$2.6 million in State Transportation Improvement Program funds. The \$20 million is the total cost of the southbound truck climbing lane segment.

[Revision provided by Public Works.]

9. Vasco Road-Byron Highway Connector – **\$30-80 million** for design, engineering and construction of an east-west connector road between two

[Revision provided by Public Works.]

major arterials that link Contra Costa County with Alameda and San Joaquin Counties. The Vasco Road-Byron Highway Connector will improve traffic circulation and linkages in the southeastern portion of the County and will provide a new route for truck traffic that will remove a significant portion of truck trips which currently pass through the rural community of Byron. Vasco Road is designated as State Route 84, and Byron Highway is under study as the potential alignment for future State Route 239.

➤ **Rural Road Funding Program** – The County supports the creation of a new funding program that will provide funds for converting or upgrading rural roads into more modern and safer roads that can better handle increasing commuter traffic in growing areas, such as East County. These roads do not often compete well in current grant programs because they do not carry as many vehicles as roads in more congested urban or suburban areas. As a result, improvements such as widenings (turn lanes, clear zone/recovery areas, etc.), realignments, drainage improvements and intersection modifications often go unfunded, leaving such roads with operational and safety problems as well as insufficient capacity.

➤ **Transportation Funding for Disabled, Low-income, and Elderly Persons** – Transit services for elderly, disabled, and low-income persons are provided by the County, by some cities, by all of the bus transit operators, and by many community organizations and non-profits that provide social services. Increased funding is needed to provide and maintain more service vehicles, operate them longer throughout the day, upgrade the vehicle fleet and dispatching systems, improve coordination between public providers and community groups (a need well-established by the Government Accountability Office) that also provide such services to their clients, expand outreach programs to inform potential riders of the available services, and expedite deployment of efficient new technologies and systems, among other needs.

[Minor revisions added to bolster the rationale and bring the topic current relative to emerging technologies.]

The County supports continuation and increased funding levels for federal funding programs dedicated to transit services for these population groups and to incentivize improvements in service delivery models to take advantage of groundbreaking advances in mobile data. All of the demographic trends point to a growing need for such services in the future. For example, the 65-and-older population in the Bay Area is projected to more than double by the year 2030.

➤ **Surface Transportation Program/Highway Bridge Funding** – The County supports the continuation of funding levels consistent with the Highway Bridge funding program in previous transportation funding bills that will provide funds for rehabilitating and replacing our aging bridges. The County has several aging bridges with deficient sufficiency ratings. Without federal transportation funding, these expensive projects would be deferred because they often exceed the County's funding capacity. –Many of the bridges are on critical commute corridors, goods movement corridors, inter-regional routes, and farm to market routes. Failure of these important transportation assets can cause major disruptions to the transportation network. The County would also support federal funding for the rehabilitation and replacement of rail bridges. [revisions on next page]

The additions in this section were added in consultation with Public Works staff. The bullet points are directly copied from the National Association of Counties, and National Association of County Engineers policy positions on this subject (attached to the TWIC report.)

In addition to the funding levels, the County also supports regulation changes that permit direct funding to local jurisdictions bypassing the Federal Highway Administration and Caltrans Local Assistance. The goals of these changes are to:

- Get federal transportation funding into the community as soon as possible to create and preserve jobs, both in the private sector and the public sector, in America; and
- Maximize purchasing power by eliminating the burdensome additional administrative process and cost associated with multiple layers of government between funding and construction of shovel ready improvement and maintenance projects; and
- Fund the critical first and last part of each journey of goods, people, and services - local roads of America - providing certainty for businesses and laying the foundation for lasting economic growth.

APPROPRIATIONS AND GRANTS – SUPPORT POSITIONS

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

Buchanan Field Airport – The County approved a Master Plan for the Buchanan Field Airport in October 2008, which included a Business Plan for project implementation; all of which completed 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 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.

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

Multimodal National Freight Network – In 2015 the primary freight network was established pursuant to MAP-21. The County supports increases in dedicated freight funding as proposed in the National Freight Strategic Plan. The County will pursue grants and appropriations for 1) the Northern Waterfront Initiative – specifically, funding for a short-line railroad feasibility study for the Northern Waterfront Corridor and a Land-Use Cost-Benefit/Fiscalization study for the Northern Waterfront; and 2) consistent with the Draft National Freight Strategic Plan congestion reduction strategy, projects along the I-680 corridor ~~including the High Occupancy Vehicle Lane—Direct Access Ramp project.~~

[Due to public opposition, the Direct Access Ramp project is no longer an active project.]

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 ~~nine-ten~~ years and continuing this grant support is of vital importance to the successful implementation of that Plan. The County will pursue increasing appropriations to the Fund in partnership with numerous counties in northern and southern California and will support requests of the California Habitat Conservation Planning Coalition to increase the Fund up to \$85 million. The County will also request that the California State Association of Counties (CSAC) include this Fund increase as a priority on CSAC’s federal platform.

San Francisco Bay Improvement Act – \$1 billion restoration bill authored by Congresswoman Jackie Speier in 2010 but not passed. The bill, if passed, will help finance restoration of more

than 100,000 acres of the Bay's tidal wetlands. Funds from the bill would implement a restoration plan that was adopted in 1993. In addition to benefits for fish and wildlife, wetlands restoration will create new jobs and provide regional economic infusions, as well as protect against the effects of sea level rise on the Bay's shores.

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

Stormwater Program Funding - \$700,0002 million to fund additional compliance costs required by the Clean Water Act. The Regional Water Quality Control Board issues the County a Municipal Separate Storm Sewer System (MS4) permit every five years, requiring the County to remove pollutants from stormwater prior to entering the storm drain system. The County has a dedicated revenue source for funding stormwater services derived from an assessment on every parcel in the County, which generates about \$3 million per year in the unincorporated communities. The Regional Board recently issued a new MS4 permit that will increase costs dramatically over the next five years, starting next year with a 25% increase and the following year by an increase of almost five times current costs. In 2012, the County attempted to increase the parcel assessment for stormwater services but the voters turned it down. The County needs additional funding through the Environmental Protection Agency, the source of the MS4 requirements, to help pay for compliance costs. Staff has estimated the cost for compliance for the coming year at \$5 million, \$2 million more than our current budget. As we near the end of the permit (2020) costs will continue to increase.

[Public Works staff provided the revisions seen here.]

POLICY POSITIONS

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

Affordable Housing and Homeless Programs –For Housing and Urban Development (HUD)'s Homeless Assistance Grants, including the Emergency Solutions Grant (ESG) Program, the County will support funding that does not include set-asides or other requirements that limit local communities' ability to respond to the particular needs in their areas. For the Housing Assistance for People with AIDS (HOPWA) program, the County will support legislation to update the formula used to allocate HOPWA grants to reflect local housing costs as well as the number of AIDS cases.

The County supports full funding for HUD homeless assistance programs, including the ESG Program, and funding for full implementation of the Homeless Emergency and Rapid Transition to Housing (HEARTH) Act of 2009.

The County supports funding the National Affordable Housing Trust Fund. Resources made available through the Trust Fund should be accessible to local housing and community development agencies, including public housing authorities. The Housing Trust Fund should be used to complement and not supplant either the HOME or CDBG programs.

Agricultural Pest and Disease Control – Agriculture and native environments in Contra Costa County continue to be threatened by a variety of invasive/exotic pests, diseases and non-native weeds. The Federal government provides funding for research, regulation, pest exclusion activities, survey and detection, pest management, weed control, public education and outreach. The County will support funding in all these areas for protection of our agricultural industry and open space. Consistent with the policy position, the County will also support legislation which would authorize and direct the USDA to provide state and local funding for High Risk Prevention programs (also called Pest Detection Funding).

Beneficial Use of Dredged Materials – As the beneficial reuse of dredged materials has a clear public benefit, particularly in the Delta, the County will continue to support beneficial reuse in general and also continue to advocate for funding for a federal study to determine the feasibility of beneficial reuse, considering the benefits and impacts to water quality and water supply in the Delta, navigation, flood control damage, ecosystem restoration, and recreation. The study would include the feasibility of using Sherman Island as a rehandling site for the dredged material, for levee maintenance and/or ecosystem restoration. Language to authorize the study was included in the Water Resources and Development Act (WRDA) which was passed into law on November 8, 2007.

Broadband – Consistent with CSAC policy, Contra Costa County will support the expansion of broadband (high speed internet service) to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents. For communities to realize these full benefits of broadband it must be capable of supporting current technology.

Access and adoption are both necessary elements that should be supported in state and federal legislative or regulatory proposals. This entails the following:

- Establishing and maintaining reliable broadband in unserved or underserved communities;
- Promoting the knowledge, skills and behaviors that comprise digital literacy;
- Making broadband affordable for all households;
- Maximizing funding for infrastructure; and
- Reducing infrastructure deployment barriers.

Child Care – Research continues to show that quality, affordable childcare is a necessity to ensuring a family's stability and economic success. Currently in Contra Costa County, there are

over 10,000 low-income children eligible for affordable childcare services, yet only 29% of that need is met. Research also shows that in addition to a child's long-term success with school and employment, investing in high-quality early care and education results in a higher than average return on investments in the areas of crime reduction and positive health, education and economic outcomes.

With regards to childcare, the County will support any proposed continuation of the President's "Preschool for All" Initiative meant to close America's school readiness gap and ensure all children have access to quality care by expanding high quality learning opportunities for children 0-5. This proposal includes:

- An increase of over 100,000 new childcare slots and \$12 billion over the next 10 years;
- A focus on children and their families who are at or below 200% of poverty;
- Financing through a new cost-sharing partnership with states, already a proven successful model with Head Start in Contra Costa County.

The County will also advocate for the following federal actions:

- Increase funding to support employment of low-income families through greater access to child care subsidies, and increase the access of children from eligible families to high-quality care that supports positive child development outcomes.
- Provide flexibility at the state and local levels so that quality care can be balanced with access and parental choice.
- Reauthorization of Head Start that includes consideration of a regional approach to determining eligibility and reforming the Head Start Designation Renewal System by suspending the use of the lowest 10 percent of the Classroom Assessment Scoring System trigger.

Child Support –The County will advocate for the following federal actions:

- Eliminate the \$25 fee for non-IV-A families.
- Restore the incentive match payments that were prohibited in the Deficit Reduction Act.
- Allow the automatic use of cash medical support to reimburse Medicaid expenditures.
- Allow IV-D agencies to access Health Insurance records for the purposes of Medical Support.

Child Welfare and Well-being –The County will advocate for the following federal actions:

- Provide states with financial incentives, as opposed to monetary penalties, under the Child and Family Services Reviews and minimize the significant administrative burden associated with the review process.

- End Title IV-E disallowances from federal audits that take away funds from an already resource-strapped child welfare system. Allow states to reinvest these funds in preventing child abuse and neglect.
- Increase prevention dollars to help maintain children safely in their own homes. Federal funding currently gives disproportional support to out-of-home care rather than to preventing children from coming into care.
- Any increase in Federal Medical Assistance Percentage should include an associated increase in the Title IV-E matching rate to help support children in foster care.
- **OPPOSE The Family First Prevention Services Act for our Children, an Act that would curtail California's Continuum of Care Reform (CCR) efforts and would result in poor outcomes for especially vulnerable abused and neglected children.**

Community Development Block Grant, Emergency Solutions Grant and HOME Programs – The County's ability to continue funding to a variety of nonprofit agencies that provide critical safety net services to lower income residents, including financing the development of affordable housing is threatened by further cuts as part of the Budget Control Act (Act) passed by Congress in July 2011. The Act established mandatory spending caps on most federal programs through 2021, and arranged additional across-the-board annual spending cuts to federal defense and non-defense discretionary (NDD) programs over this same period.

Included in non-defense discretionary programs are critical local government oriented programs including the CDBG, **ESG** and HOME programs. These programs are successful and productive, leveraging significant funding from non-federal sources to help spur economic development. The County agrees that reducing the federal deficit is an important component of achieving long-term national economic stability, but targeting solely NDD programs like the CDBG, **ESG** and HOME programs will not achieve significant reductions and will hinder the County's ability to provide critical services to its most vulnerable populations. The County will continue to oppose any further reductions in the CDBG, **ESG** and HOME programs as part of the Budget Control Act or any other means.

Cost Shifts to Local and State Government – Contra Costa County performs many of its services and programs pursuant to federal direction and funding. Other services and programs are performed at the behest of the state, which receives funding through the federal government. In the past, the Administration's budget has contained significant cuts to entitlement programs and/or caps on entitlements. Such actions could shift cost of services from the federal government to the state and/or local governments (and to the extent that costs would shift to the state, it is highly likely that these would be passed on to the County). The County will oppose any actions that would result in cost shifts on federal entitlement programs or which would result in greater dependency on county funded programs. In addition, the County will support federal and state financial assistance to aid county and local government efforts to meet unfunded federal mandates, such as those contained in the National Response Plan (NRP), the National Infrastructure Protection Plan (NIPP), and the National Incident Management System.

Criminal Justice and Mental Health – Contra Costa County supports the Mental Health and Safe Communities Act, which strengthens federal programs related to mental health in the criminal justice system by enhancing the ability of families and communities to identify mental illness; and the Comprehensive Justice and Mental Health Act, which would update the Mentally Ill Offender and Treatment Crime Reduction Act (MIOTCRA) and facilitate collaboration among the criminal justice, juvenile justice, mental health treatment, and substance use systems to ensure that people with mental illnesses receive the support they need.

An increasing number of people with mental illnesses are coming into contact with the criminal justice system—with law enforcement, courts, jails and prisons, and probation and parole agencies—at a tremendous cost to taxpayers and public safety, as well as to these people and their families. According to a U.S. Department of Justice report, approximately 45 percent of people in federal prisons, 56 percent of people in state prisons, and 64 percent of people in local jails displayed symptoms of a mental health condition.

The County will also support the mental health and criminal justice provisions in legislation that support and expand bipartisan initiatives across the country, such as specialized law enforcement training, mental health courts, and other collaborative responses to people in the criminal justice system who have mental health and substance use treatment needs. The County will also support legislation that provides resources for programs in correctional facilities, as well as resources to improve reentry outcomes for people with mental illnesses released from incarceration back into the community, and authorizing the creation of a specialized National Criminal Justice and Mental Health Training and Technical Assistance Center.

Delta Water Platform –To protect the Sacramento-San Joaquin Delta from various detrimental forces that are affecting its health and resources, it is the policy of Contra Costa County to support implementation of projects and actions that will help improve the Delta ecosystem and the economic conditions of the Delta. Contra Costa County has developed a Delta Water Platform to identify and promote activities and policy positions that support the creation of a healthy Sacramento-San Joaquin Delta. Contra Costa County will use this Platform to guide its own actions and advocacy in other public venues regarding the future of the Delta.

Designation of Indian Tribal Lands and Indian Gaming – The Board of Supervisors has endorsed the California State Association of Counties’ (CSAC) policy documents regarding development on tribal land and prerequisites to Indian gaming. These policy statements address local government concerns for such issues as the federal government’s ability to take lands into trust and thus remove them from local land use jurisdiction, absent the consent of the state and the affected county; the need for tribes to be responsible for all off-reservation impacts of their actions; and assurance that local government will be able to continue to meet its governmental responsibilities for the health, safety, environment, infrastructure and general welfare of all members of its communities. The County will continue to advocate for federal legislation and regulation that supports the CSAC policy documents.

The County will also advocate for limitations on reservation shopping; tightening the definition of Class II gaming machines; assuring protection of the environment and public health and

safety; and full mitigation of the off-reservation impacts of the trust land and its operations, including the increased cost of services and lost revenues to the County.

The County will also advocate for greater transparency, accountability and appeal opportunities for local government in the decision-making processes that permit the establishment of Indian gaming facilities. This includes sequencing the processes so that the Indian Lands Determination comes first, prior to initiation of a trust land request and associated environmental review.

The County will also consider support for federal action and/or legislation that allows Class III gaming at the existing gaming facility only if it can be shown that any change would result in a facility that would be unique in nature and the facility can demonstrate significant community benefits above and beyond the costs associated with mitigating community impacts.

Economic Development Programs – Congress should fund all the complementary programs within HUD’s community and economic development toolkit, ensuring that HUD does not lose sight of the development component of its mission. To that end, the County will support continued funding for the Section 108 loan guarantee program, the Brownfields Economic Development Initiative and the Rural Housing and Economic Development program. Each of these programs plays a unique role in building stronger, more economically viable communities, while enabling communities to leverage external financing in a way the CDBG program alone cannot do.

Federal “Statewideness” Requirements – For many federally funded programs, there is a “statewideness” requirement; i.e., all counties must operate the specific program under the same rules and regulations. This can hamper the County’s ability to meet local needs, to be cost effective and to leverage the funding of one program to reduce costs in another program. Contra Costa County cannot negotiate for federal waivers or do things differently because it is not a state, yet its population is greater than seven states. Recognizing this is a very long-term effort, the County will advocate for relaxation of the “statewideness” rule to allow individual counties or a consortium of counties to receive direct waivers from the federal government and/or adopt the rules and regulations currently in use in another state for specific programs.

Habitat Conservation Planning – The County will advocate for elevating the profile of locally controlled, regional 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 efforts to align federal permits for natural resource impacts federal with permits already issued by the U.S Fish and Wildlife Service pursuant to a locally-controlled, regional Habitat Conservation Plan (HCP), such as East Contra Costa County HCP. One good example of this is the U.S. Army Corps’ issuance of Regional General Permit 1 which was designed to be

consistent with the East Contra Costa County HCP. The alignment of permit requirements and processes improves the overall efficiency, predictability and effectiveness of natural resource regulation and project delivery.

Health – The County will advocate for the following actions by the federal government: a) provide enhanced Medicaid FMAP (the "Federal Medical Assistance Percentage" for Medicaid. It is the federal matching rate for state Medicaid expenditures.); b) suspend the Medicare “clawback” rule; c) suspend the “60-day rule” that requires states to repay the federal government overpayments identified by the state prior to collection, and even in instances where the state can never collect; d) ease the ability to cover those eligible for Medicaid by making documentation requirements less stringent; and e) prevent the implementation of the following seven federal regulations:

- Outpatient hospital
- Case Management
- School Based Administration & Transportation
- Public Provider Cost Limit
- Graduate Medical Education
- Rehabilitation Services Option
- Provider Tax

SUPPORT full funding of the Federal Medicaid program by the federal government. Medicaid provides access to health care for people whose income and resources are insufficient to pay for health care. It is jointly funded by Federal and State governments. The Patient Protection and Affordable Care Act (also known as the ACA) significantly expanded both eligibility for and federal funding of Medicaid. OPPOSE amendments to the ACA that would reduce support for Medicaid/Medi-Cal payments to providers.

Homeless / Runaway Youth –The County will support continued investment in the Runaway and Homeless Youth Act to ensure that all youth have access to housing and other critical services. Homelessness among young people is a serious issue. Homeless youth, sometimes referred to as unaccompanied youth, are individuals who lack parental, foster or institutional care. Homeless youth are at a higher risk for physical abuse, sexual exploitation, mental health disabilities, substance abuse, and death. It is estimated that 5,000 unaccompanied youth die each year as a result of assault, illness, or suicide. In Contra Costa County youth under the age of 18 years make up approximately 11% of the homeless population and two thirds of those youth reside in shelters on any given night.

Human Trafficking –Human Trafficking is the illegal recruitment, transportation, harboring, provision or obtaining of people (by force, fraud or coercion), typically for the purposes of forced labor or commercial sexual exploitation. Nearly 20.9 million people around the world fall victim to this multi-billion dollar industry. In the last two years Contra Costa partners on a Federal human trafficking grant have served over 240 victims of human trafficking.

The County will advocate for the following federal actions to insure support and services for victims of human trafficking, and the systems that help them:

- SUPPORT federal funding that effectively enables service providers to assist victims and law enforcement to prosecute traffickers. Because it takes a well-resourced multi-faceted approach to support victims and to insure traffickers are prosecuted support cross-system, comprehensive approaches to prevent human trafficking.

- SUPPORT efforts that increase the level of training, awareness, and funding to address promising practices related to labor trafficking (including the hospitality industry, restaurants, etc.). Victims of trafficking may be found everywhere– some may be found working against their will in hotels/motels for long hours for little or no pay. Labor trafficking has been found in diverse labor settings including domestic work, restaurants, nail salons, small businesses, large farms, and factories.

Levee Restoration and Repair – The County will support legislation such as H.R. 6484, the SAFE Levee Act (Garamendi) in 2012, which will authorize the U.S. Department of the Interior to invest in Delta levee repairs, for all levees that are publicly owned or publicly maintained. The bill also requires a cost-benefit analysis for the tunnel project being planned as part of the Bay-Delta Conservation Plan.

Multi-Service Centers – The County will support federal funding for the establishment and operation of coordinated service integration models such as SparkPoint, Service Integration Teams, Family Resource Centers, or Family Justice Centers. Multi-service centers often co-locate county and non-profit agencies working holistically to meet the needs of families. Centers can help individuals and families address immediate financial crises, build financial security, address abuse and violence, provide accessible, coordinated public services, and may, engage families in resident-driven efforts to revitalize their communities.

Municipal Securities – The County supports efforts to preserve, enhance and streamline the availability of tax-exempt financing to fund critical public infrastructure projects. For over 100 years, federal tax policy has granted a tax exemption on municipal bond interest to incentivize investment in local infrastructure projects. Also, the federal government has occasionally provided “direct subsidy bonds” that further mitigate borrowing costs to local government.

- Preservation for the Tax-Exemption for Municipal Bonds: The County will support the continued exemption of municipal bond interest.
- Opposition to Repeal of the “Tower Amendment” to the Securities Acts Amendments of 1975: The Tower Amendment to the Securities Acts Amendments of 1975 has prohibited the U.S. Securities and Exchange Commission (SEC) and the Municipal Securities Rulemaking Board (MSRB) from directly or indirectly regulating state and local government issuers of municipal securities prior to the sale of those securities. The County will oppose any repeal of the Tower Amendment which would impose an additional federal regulatory oversight burden on local government issuers, in recognition that the states already have such authority.

- **Private Activity Bonds for Government Buildings:** The County will support legislation that would create a new category of private activity bonds for governments to join with private parties to help finance government buildings. The tax-exempt bonding mechanism would allow state and local governments to issue private activity bonds to finance the construction and upkeep of certain publically owned buildings. The County will support amending the federal tax code to provide another layer of tax-exempt financing that would encourage the use of public-private partnerships.

Pension – The County will support legislation that would modify the Internal Revenue Code and corresponding regulations to permit public employees to make an irrevocable election between their current pension formula and a less rich pension formula.

In 2006, Contra Costa County and the Deputy Sheriff’s Association jointly obtained state legislation that would allow members of the Association to make a one-time irrevocable election between their current pension formula and a less rich pension formula, called Tier C. Orange County and its labor organizations obtained similar legislation in 2009. However, neither County has been able to implement this state legislation because such elections currently have negative tax consequences for employees and for retirement plans under federal tax law as interpreted by the Internal Revenue Service.

Like many local government entities nationwide, the County’s fiscal position would benefit greatly from reduced pension costs. Allowing local government entities to implement collective bargaining agreements and state legislation that permits employees to elect less rich pension formulas would be a significant step in reducing pension costs.

Public Housing Programs – The County will support legislation that results in the transformation of existing programs to improve their effectiveness and efficiency, in tandem with the design of new and innovative responses, both to build upon recent progress and address outstanding issues.

The County will support legislation to protect the nation’s investment in Public Housing:

- Enact affordable housing industry proposal to allow public housing agencies (PHAs) to voluntarily convert public housing units to Section 8 project-based rental assistance in order to preserve this vital component of the national infrastructure.
- Oppose the Administration’s proposal to impose a \$1 billion offset against the operating reserves of responsible, entrepreneurial PHAs.
- Support the revitalization of severely distressed public housing units.
- Address safety and security concerns connected to drug-related crime.

The County will support legislation to preserve vital community and economic development programs:

- Fully fund the Community Development Block Grant Program in order to create and save jobs, revitalize local economies, and support critical services for vulnerable populations.
- Maintain funding for HUD's cost-effective economic development tools.

The County will support legislation to strengthen and simplify the Section 8 Rental Assistance programs:

- Provide adequate funding for Housing Assistance Payment contract renewals and ongoing administrative fees.
- Enact the Section Eight Voucher Reform Act (SEVRA).
- Implement overdue regulatory and administrative revisions that ensure the efficient use of program funds.

The County will support legislation to expand Affordable Housing Opportunities and combat homelessness:

- Fully fund the Home Investment Partnerships Program and HUD's homeless assistance programs, such as the Emergency Solutions Grant Program.
- Capitalize the Housing Trust Fund through a revenue-neutral approach.
- Preserve and strengthen the Low Income Housing Tax Credit Program.

The County will support legislation to foster innovation, increase efficiency, and streamline the regulatory environment:

- Promote reasonable and flexible federal oversight.
- Incentivize green building and increased Energy Efficiency.
- Support HUD's ongoing transformation efforts.
- Ensure that HUD releases and distributes federal funding in a timely manner.
- Eliminate statutory and regulatory barriers that prevent PHAs and redevelopment authorities from accessing federal programs they are qualified to administer.

Rail Safety – Contra Costa County is home to a substantial oil refinery industry with four refineries located in the County. The County supports Senator Heitkamp's *Railroad Emergency Services Preparedness, Operational Needs, and Safety Evaluation (RESPONSE) Act, S. 2547*, which would establish a Federal Emergency Management Agency (FEMA) panel focused on railroad incident first responders. By bringing together under FEMA's National Advisory Council all relevant agencies, emergency responders, technical experts, and the private sector for a review of training, resources, best practices, and unmet needs related to

[Input from our federal legislative advocate has been sought on this plank to ensure it is still accurate/relevant]

emergency responders to railroad hazmat incidents, the RESPONSE Act will begin the process of addressing shortcomings in existing emergency response practices and procedures. It will also address the effectiveness of funding levels related to training local emergency responders for rail hazardous materials incidents.

The County also supports FEMA funding for the training of first responders, regulations that increase tank car safety standards for cars transporting crude oil and other hazardous materials, and regulations that require railroads to share data with state emergency managers and local responders.

Retiree and Retiree Health Care Costs – The County operates many programs on behalf of the federal government. While federal funding is available for on-going program operations, including employee salaries, the allocation is usually capped, regardless of actual costs. For retiree and retiree health care, the County's ability to contain costs is extremely limited. The County will advocate for full federal financial participation in funding the County's retiree and retiree health obligations.

State Criminal Alien Assistance Program (SCAAP) – On May 23, 2012, the Department of Justice (DOJ) announced a change in the State Criminal Alien Assistance Program (SCAAP) that will prohibit SCAAP funds from being used to reimburse localities for foreign-born criminal aliens housed in jails that have been classified as "unknown inmates" by the Department of Homeland Security's Immigration and Customs Enforcement (ICE) agency. This is a significant change to the SCAAP reimbursement formula and will heavily impact counties across the nation.

The County will support the rescinding of this decision and a reinstatement of the previous reimbursement practice, which would more equitably reimburse jurisdictions for the costs of housing undocumented individuals, including those inmates whose status may be unknown to the Department of Homeland Security.

Second Chance Act – The County will support funding for the Second Chance Act, which helps counties address the growing population of individuals returning from prisons and jails. Despite massive increases in corrections spending in states and jails nationwide, recidivism rates remain high: half of all individuals released from state prison are re-incarcerated within three years. Here in California, unfortunately, the recidivism rate is even higher. Yet there is reason for hope: research shows that when individuals returning from prison or jail have access to key treatments, education, and housing services, recidivism rates go down and the families and communities they return to are stronger and safer.

The Second Chance Act ensures that the tax dollars on corrections are better spent, and provides a much-needed response to the "revolving door" of people entering and leaving prison and jail.

Sexual Assault – Sexual violence affects millions of Americans – nearly every 2 minutes an American is sexually assaulted. The County will advocate for the federal actions to insure support for victims and survivors of sexual assault.

Supplemental Nutrition Assistance Program (SNAP) – The County will advocate for the following federal actions:

- Increase SNAP benefit amounts to better meet recipients' nutritional needs and support local economies.
- Adjust SNAP eligibility requirements to a) include currently excluded populations with significant need b) remove time limits and work requirements for Able-Bodied Adults Without Dependents (ABAWDS) and full-time students. ABAWDS and pertains to adults receiving food stamps who are considered employable.
- OPPOSE funding cuts or block granting the SNAP program.
- Remove the current federal barriers that prevent some nutrition programs from employing EBT technology.

Streamlining Permitting for Critical Infrastructure, Economic Stimulus, and Alternative Energy Projects –“Green” Job Creation – Request that Congress and the Administration recognize the value of Habitat Conservation Plans (HCPs) as a reliable way of streamlining critical infrastructure, economic stimulus, and alternative energy project permitting in a manner that is consistent with federal environmental regulations. HCPs not only facilitate such projects through permit streamlining, but the planning, implementation, management, and monitoring needs associated with regional HCPs plans also create many quality “green” jobs.

Telecommunications Act of 1996 Revisions – The Telecommunications Act of 1996 governs local government's role in telecommunications, primarily broadband cable that uses the County's right-of-way as well as consumer protections. As Congress works to update the Act, the County will continue to advocate for strengthening consumer protections and local government oversight of critical communications technologies; local access to affordable and reliable high speed broadband infrastructures to support the local economy; the right of local municipalities and communities to offer high-speed broadband access: coordination and integration of private communication resources for governmental emergency communication systems; preservation of local government's franchise fees; preservation of the local community benefits, including but not limited to public, education and governmental (PEG) access channels; authority for provision of municipal telecommunication services; preservation of local police powers essential for health, safety and welfare of the citizenry; preservation of local government ownership and control of the local public rights-of-way; and support for ensuring that communication policy promotes affordable services for all Americans.

The Community Broadband Act of 2007, S.1853, encourages the deployment of high speed networks by preserving the authority of local governments to offer community broadband infrastructure and services. The County will oppose all bills that do not address the County's concerns unless appropriately amended. In addition, the Federal Communications Commission (FCC) has proposed rule-making (FCC Second Report and Order Docket 05-311 “Franchising Rules for Incumbents”) that, in the opinion of local government, goes beyond the scope of their authority in this area. The County will oppose all such rule making efforts.

Telecommunications Issues – Support the Community Access Preservation (CAP) Act introduced in 2009 by Wisconsin Congresswoman Tammy Baldwin. The CAP Act addresses the

challenges faced by public, educational and government (PEG) TV channels and community access television stations. The CAP Act addresses four immediate issues facing PEG channels. The CAP Act would: Allow PEG fees to be used for any PEG-related purpose; require PEG channels to be carried in the same manner as local broadcast channels; require the FCC to study the effect state video franchise laws have had on PEG; require operators in states that adopted statewide franchising to provide support equal to the greater of the support required under the state law or the support historically provided for PEG; and make cable television-related laws and regulations applicable to all landline video providers.

In addition, the County should support the widespread deployment and adoption of broadband, especially as it serves to connect the educational community and libraries.

Temporary Assistance for Needy Families – The County will advocate for the following federal actions:

- Relieve states of work participation rate and work verification plan penalties for fiscal years 2007, 2008, 2009 and 2010 in recognition of the serious downturn in the national economy and the succession of more “process-based” regulations issued in the last few years.
- Permanently withdraw the August 8, 2008, proposal that would have repealed the regulation that enables states to claim caseload reduction credit for excess MOE expenditures.
- Rescind the May 22, 2008, HHS guidance that effectively eliminated the ability of states to offer pre-assistance programs to new TANF applicants for up to four months.
- Rescind the final Deficit Reduction Act regulation restricting allowable state maintenance-of-effort expenditures under TANF purposes 3 and 4.
- End federal efforts to impose a national TANF error rate.

Veterans Benefits – The County will support legislation to increase availability, accessibility, and utilization of Veterans Benefits.

Within Contra Costa County, Veterans’ health care is provided by the VA Martinez Clinic, a division of the VA Northern California Healthcare System. Currently, access to enrollment in the VA healthcare system is limited to Veterans with a Service Connected disability of greater than 10%, special eligibility criteria (Purple Heart, former POW, Iraq & Afghanistan Vets within 5 years of discharge, etc.), and to Veterans with an annual gross income less than a geographically based threshold. Currently, VA emergency services are not available after hours or during weekends. The nearest VA emergency room is nearly 34 miles away from the VA Martinez Clinic.

The County will support legislation that would expand enrollment eligibility (such as removing the income limit criteria) to all Veterans with an honorable discharge. Furthermore, the County

will support legislation that would establish 24 hour VA emergency services at the VA Martinez clinic.

In addition, the County will support legislation that will improve the timeliness and quality of both VA benefits claim decisions and VA healthcare services. Specifically, legislation that works toward improving on the expedited processing of claims and administering of benefits to populations with unique needs, such as homeless Veterans, Women Veterans, and Veterans experiencing service related Posttraumatic Stress Disorder.

Veterans Halls – The County will support legislation to provide America’s veterans organizations with resources to make necessary repairs to or replacement of their meeting halls and facilities.

Across America, the meeting halls and posts of Veterans Service Organizations such as the American Legion and Veterans of Foreign Wars serve as unofficial community centers. Unfortunately, many of these facilities are not compliant with Americans with Disabilities Act accessibility standards, are not earthquake retrofitted, or have deteriorated in recent years due to declining membership and reduced rental revenues as a result of the economic downturn.

The County will support legislation that would create a competitive grant program for veterans’ organizations, classified by the IRS as 501c19 non-profit organizations and comprised primarily of past or present members of the United States Armed Forces and their family members, to use for repairs and improvements to their existing facilities.

Volume Pricing – The National Association of Counties supports greater access for local governments to General Services Administration (GSA) contract schedules. These schedules provide volume pricing for state and local governments and make public sector procurement more cost effective. However, current law does not provide full access to state and local governments for GSA schedules. The County will support legislation that gives local governments access to these schedules and provides the option of purchasing law enforcement, security, and other related items at favorable GSA reduced pricing.

Water Quality, Quantity and Delta Outflow – Congress may consider legislation that could adversely affect water quality, quantity and flows in the Sacramento-San Joaquin Delta to the detriment of the County residents, economy and resources. The Board of Supervisors will rely on its adopted Delta Water Platform and its adopted resolution on Water, Ecosystem Health and other Issues Related to the San Francisco Bay and the Sacramento –San Joaquin River Delta (No. 2012-46) to determine the appropriate response to federal legislative issues brought to the Board’s attention.

Workforce Development – Contra Costa County supports policies that meet the needs of serving businesses, workers, job seekers, and youth. The County further supports policies under the Workforce Innovation & Opportunity Act (WIOA) that preserve local decision-making relative to spending, direction of work, and other functions of local workforce boards. The County also supports policies that increase employment and the creation of jobs in both the public and private

sector and that enhance business' access to a qualified talent pool, and promote business growth through the development of a skilled workforce. The County also favors policies that provide increased funding to support job seeker services, as well as policies that make strategic investments to leverage existing funding in the workforce development arena.



2017 STATE LEGISLATIVE ADVOCACY PLATFORM

Issue	Goal	Strategy
Transportation Funding	A. Lower the 2/3 super majority vote for local and regional transportation taxes	Support proposals to assist in the passage of local transportation measures by amending the constitution to allow a city, county, special district or regional transportation agency to impose a special tax for transportation projects with 55 percent approval. Oppose efforts to add burdensome restrictions on the expenditure plan for measures seeking passage by a 55 percent margin.
	B. Support efforts to secure new sources of statewide transportation funding	Identify, discuss and support efforts that may emerge in 2017 to provide new sources of statewide funding for transportation.
	C. Advocate for a FY 2017-18 State Budget that addresses transportation needs	Advocate for effective use of existing transportation funds and protect them from diversion to non-transportation purposes. Advocate for a FY 2017-18 State Budget that best addresses the state's extensive transportation needs.
	D. Support MTC effort to develop a New Regional Measure 3 (RM3)	Collaborate with MTC and other regional transportation interests in crafting a ballot measure to seek voter approval of a Bay Area Bridge toll increase to finance bridge corridor improvements.
Improve Freeway Operations	Seek approval to provide enhanced bus service along the I-680 corridor	Sponsor legislation to provide authorization to operate buses in auxiliary lanes and on shoulders to bypass congestion and improve reliability of bus transit service in this corridor.
Cap-and-Trade Funding	A. Secure Cap-and-Trade funding in the FY 2017-18 State Budget	Work closely with our Bay Area partner agencies and legislative delegation to secure cap-and-trade funding in the FY 2017-18 State Budget.
	B. Enact legislation providing for a longer term commitment of cap-and-trade funds to regional agencies	Advocate for a long-term statutory framework for cap-and-trade funds — including extending the cap-and-trade program beyond 2020 to regional agencies.

	C. Ensure Cap and Trade funds are invested to best assist in meeting county SB 375 goals and sustainability policies	<ul style="list-style-type: none"> • Monitor program guidelines and any proposed changes in the cap and trade programs in the administrative or legislative process. • Advocate for fair opportunities for regional projects to best compete for funds. • Monitor regulatory or administrative efforts that seek to update the disadvantaged communities definition or screening tools.
California Environmental Quality Act (CEQA)	Monitor efforts to update and streamline the CEQA process	Work with Bay Area partner agencies or other coalitions to support CEQA streamlining and/or reform concepts for transportation projects that are consistent with a Regional Transportation Plan.
Connected and Autonomous Vehicle Policy and Funding	Support policies and funding to advance Connected and Autonomous Vehicle technology	<ul style="list-style-type: none"> • Support policies and funding to advance Connected and Autonomous Vehicle technology to enhance transportation safety, efficient mobility, a healthier environment, and economic growth and job creation. • Monitor DMV Autonomous Vehicle guideline or regulatory development process in light of national guidance. • Monitor regulatory or legislative initiatives that could affect the conduct of pilot demonstration programs in Contra Costa related to connected and autonomous vehicles.
Project Delivery	Support institutional changes at all levels that result in more expeditious, cost-effective project delivery and/or a more efficient, cohesive transportation system	<ul style="list-style-type: none"> • Support legislation to expand the use of Construction Manager/General Contractor (CM/GC), Design-Build, or alternative project delivery methods to Self-Help Counties or other local project sponsors of projects on the State highway system. • Support legislation to enact Public Private Partnership (P3) authority. • Support continued NEPA delegation for the State and potential expansion to regional and local agencies.
Regional Autonomy	Support efforts that respect, enhance or expand local decision-making authority and assures regional flexibility.	Monitor legislative or administrative efforts that propose new programs or amend existing programs to ensure that local decision-making authority is maintained.

2017 FEDERAL LEGISLATIVE ADVOCACY PLATFORM

Issue	Goal	Strategy
Surface Transportation Reauthorization Preparation	Lay the groundwork for advocacy on all of CCTA's priorities when the FAST Act expires in 2020 and continue to support the development of a sustainable funding source.	Work with our partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to build on the structure and performance-based framework established by MAP-21 and the FAST Act and identify a new, permanent funding source of funding for the Highway Trust Fund while ensuring that the Mass Transit Account is preserved.
Potential Transportation Infrastructure Funding and Financing Proposal	Maximize federal funding opportunities for CCTA in a potential infrastructure package that may emerge from the new Administration and continue support for legislation that provides alternative funding/financing opportunities	<ul style="list-style-type: none"> • Work with our partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to ensure that any infrastructure proposal transmitted by the new Administration and then considered by Congress contains financing and funding programs for highways, transit, research & development, and other eligibilities that are relevant to CCTA's interest and that CCTA is an eligible participant in such programs. • Continue support for legislation that seeks to provide alternative funding and financing for transportation and infrastructure projects.
Federal Appropriations	Maximize federal transportation appropriations for FAST Act programs	<ul style="list-style-type: none"> • Partner with local, regional and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding in fiscal years 2017 and 2018 consistent with amounts authorized in the FAST Act. • Monitor and pre-position for federal competitive grant opportunities as discretionary grant programs are revised and redeveloped by the new Administration.
Preserve Local Sales Tax Dollars	Preserve local sales tax dollars to fund local improvements.	<ul style="list-style-type: none"> • Monitor legislative or administrative efforts that attempt to utilize local sales tax measures to fund programs not included in a voter-approved Transportation Expenditure Plan. • Monitor legislation related to the Federal Aviation Administration (FAA) and advocate in

		coordination with CCTA partner agencies and Self-Help County partners for relief from or repeal of the FAA local fuel tax rule.
Intelligent Transportation Systems Federal Match	Increase Federal Share on Intelligent Transportation System projects	Increase the Federal share payment to 100 percent for any projects on the Interstate System, and 95 percent for any other project, whose primary objective is to deploy, operate or maintain intelligent transportation systems (ITS) and other advanced technologies that improve the safety and efficiency of the transportation system.
Tax Exemption on Municipal Bonds	Preserve the Tax Exemption on Municipal Bonds	Support efforts to preserve the tax exemption on Municipal Bonds that serve as a financing mechanism for state and local infrastructure projects.
Connected and Autonomous Vehicle Policy and Funding	Support policies and funding to advance Connected and Autonomous Vehicle technology	<ul style="list-style-type: none"> • Support policies and funding to advance Connected and Autonomous Vehicle technology to enhance transportation safety, efficient mobility, a healthier environment, and economic growth and job creation. • Monitor grant opportunities from the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). • Continue to work with NHTSA to navigate regulations related to shared autonomous vehicles.
Mobility Management and Coordination	Support policies and programs that incorporate new technologies, practices, and providers in an effort to improve mobility	<ul style="list-style-type: none"> • Monitor funding opportunities for mobility management services, technologies, and R&D. • Advocate for policies and opportunities that incorporate broader technologies, including charging, information sharing, and connectivity. • Explore and engage mobility coordination policies and funding streams that may be available from other federal sources, including, but not limited to, the Department of Health and Human Services and the Veterans Administration.
Pre-Tax Transportation Benefits	Preserve mode-neutrality in pre-tax transportation benefits	Work to ensure that parity between the pre-tax transportation benefit allowed for public transit and vanpooling and the pre-tax transportation benefit allowed for parking remains permanent if Congress considers a comprehensive tax reform package.
National Environmental Policy Act (NEPA) Streamlining	Seek NEPA delegation for local agencies and jurisdictions	Work with Bay Area partner agencies and other coalitions to support a NEPA delegation for local agencies and jurisdictions that would allow streamlining the NEPA/CEQA process and create one process based upon the California Environmental Quality Act (CEQA).



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

11.

Meeting Date: 10/09/2017
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)674-7883

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

No Report in October.

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 (*October 2017 TWIC Report*). Mr. Watts will be present at the October meeting to issues of interest to the Committee.

The Committees legislative tracking table is attached for the Committees reference.

The Committees legislative tracking table is attached for the Committees reference.

The Committee and the Board of Supervisors discussed SB 595 (Beall - Bridge Tolls) in September. Attached is a letter from the Bay Area Congestion Management Agencies on the legislation.

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

3) FEDERAL

No written report in October.

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 including CONSIDERATION of any specific recommendations in the report above.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

October StateReportToTWIC

TWIC Legislative Tracking Table (October 2017)

BayAreaCMA SB595 Support Letter 09-11-17

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Transportation, Water, and Infrastructure Committee
Contra Costa County Board of Supervisors

FROM: Mark Watts

DATE: October 2, 2017

SUBJECT: October Transportation, Water, and Infrastructure Report

Cap and Trade

In July, the Governor approved the two-bill package related to the extension of cap and trade, AB 398 (E. Garcia) and AB 617 (C. Garcia.).

With the approval of the extension of the Cap and Trade program, the focus of the Legislature turned to the development of Greenhouse Gas Reduction Fund (GGRF) expenditure plan. The Senate Pro Tem initially offered a \$1.5 billion plan and the Governor eventually proposed a \$1 billion plan. After deliberation by the Governor, Speaker and the Pro Tem, a final package emerged which appropriates \$1.5 billion, consisting of \$824 "carryover" funds from 2016-17 budget combined with the 40% portion of the auction proceeds from the most recent cap and trade auction.

The two key expenditure plan bills were approved before the Legislature adjourned for the 2017 Interim Recess. These bills were AB 109 and AB 134 (an appendix presents the overview of the plan).

An important note is that 60% of the auction was directly allocated to existing programs (\$900 million to High Speed Rail, transit, affordable housing, etc.) by virtue of the prior cap and trade expenditure plan approved in 2014.

Looking forward, it is anticipated that a new overall expenditure plan structure will be negotiated to reconsider all programs under cap and trade beyond 2020. This would be dealt with in 2018 legislation.

Regional Measure 3 - SB 595 (Beall)

Legislation to establish Regional Measure 3 (RM 3) was approved by both houses and is pending approval of the governor.

The bill requires the nine Bay Area counties to conduct a special election to increase the toll rate up to \$3 charged on state-owned bridges within the region to be used to meet the funding obligations associated with a specific listing of programs and projects. The allocations

in the initial expenditure plan were not considered equitable to what Contra Costa toll payers would be contributing to BATA and the following principles were adopted by the CCTA board:

- a nexus to bridges;
- equity in terms of toll contributions;
- access to bridge approaches; and
- allow CCTA to choose priority projects

Intense discussions with the author's office and neighboring county transportation agencies were conducted and following the month-long series of Bay Area wide negotiations among legislators and the other neighboring transportation agencies, the bill was approved before the Legislature recessed.

Autonomous Vehicles

The Livermore-Amador Valley Transit Authority (LAVTA) has worked with Assemblymember Baker to carry AB 1444, which authorizes LAVTA to undertake a pilot within the City of Dublin for shared Autonomous Vehicles (SAV). The intent is to better connect parking facilities with BART.

The bill passed the Senate Floor and received Assembly concurrence before moving on to the Governor.

AB 1069 (Low) Taxicab Oversight

The bill originally allowed taxis to be regulated by specified county transportation agencies in the 10 largest counties in the state, and established specific consumer protections and regulatory flexibilities. CCTA, CALCOG and other transportation agencies strongly opposed the measure.

In early September, the bill was greatly amended to require every city or county in which a taxicab company is substantially located to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to taxicab transportation service rendered in vehicles designed for carrying not more than eight persons, excluding the driver, which are operated within the jurisdiction of the city or county.

The measure was approved by the Senate this past week and received Assembly Concurrence in the Senate language; it is now on to the Governor for his approval.

2017-18 Cap and Trade Spending Plan
40% Discretionary Portion
(millions of dollars)

Investment Category	Program	Amount
Air Quality (diesel reduction, low carbon transportation)	Carl Moyer Program, AQIP	\$250
	Agricultural Diesel Engine Replacement & Upgrades	85
	Clean Vehicle Rebate Project	140
	Freight Hubs/Ports: Zero Emission Freight Equipment Pilot	140
	Commercial Deployment Projects	180
	Clean Buses and Trucks	180
	Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	100
	<i>Subtotal, Air Quality</i>	<i>(\$895)</i>
Air Quality Related, Local Action	AB 617 State and Local Implementation Costs	\$12
	Technical Assistance to Community Groups	5
	Transformative Climate Communities	10
	<i>Subtotal, Air Quality-Related and Local</i>	<i>(\$27)</i>
Sustainable Agriculture	Methane Reduction	\$99
	Energy Efficiency	60
	Renewable Energy	6
	<i>Subtotal, Sustainable Agriculture</i>	<i>(\$165)</i>
Sustainable Forests	Fire Prevention and Healthy Forests	\$200
	Local Fire Response/Emergency Fire Protection	25
	<i>Subtotal, Sustainable Forests</i>	<i>(\$225)</i>
Short-Lived Climate Pollutants, Carbon Sequestration, Greening	Recycling Infrastructure	\$40
	Urban Forestry	20
	Urban Greening	26
	Wetlands Restoration	15
	<i>Subtotal, Short-Lived Pollutants, Sequestration, Greening</i>	<i>(\$101)</i>
Climate Adaptation & Resiliency, Research	Low Income Weatherization	\$18
	Natural Land Adaptation	20
	Coastal Adaptation	6
	Research	11
	<i>Subtotal, Adaptation, Resiliency, Research</i>	<i>(\$55)</i>
Off-the-top Accounting	SRA backfill (40% share of costs)	\$32
Total		\$1,500

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

File name: TWIC-TransLeg

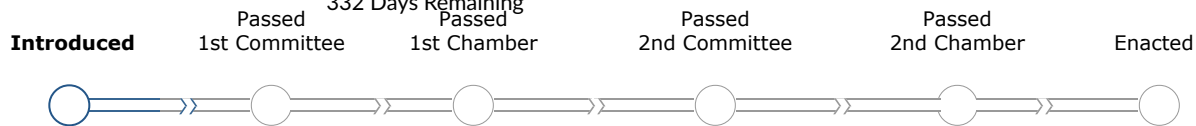
California

1. CA AB 13

SESSION ADJOURNMENT

August 31, 2018

332 Days Remaining



Author: Susan Eggman (D-013)

Title: 580 Marine Highway

Introduced: 12/05/2016

Disposition: Pending

Location: Assembly Transportation Committee

Summary: Requires the Department of Transportation to implement and oversee the 580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. Requires that the project be funded by an appropriation in the Budget Act of 2017.

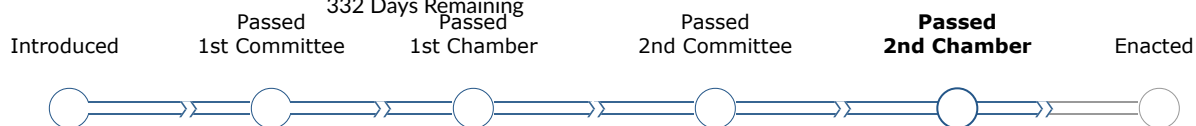
Status: 01/19/2017 To ASSEMBLY Committee on TRANSPORTATION.

2. CA AB 17

SESSION ADJOURNMENT

August 31, 2018

332 Days Remaining



Author: Chris R. Holden (D-041)

Title: Transit Pass Program: Free or Reduced Fare Passes

Introduced: 12/05/2016

Last Amend: 09/01/2017

Disposition: To Governor

Location: To Governor

Summary: Creates the Transit Pass Pilot Program to provide free or reduced fare transit passes, directly or through a third party, including a transit agency, to specified pupils and students by supporting new, or by expanding existing, transit pass programs. Requires the Department of Transportation to develop guidelines that describe the application process and selection criteria for the program. Provides that its requirements become effective only upon an appropriation that would trigger creation of the program.

Status: 09/20/2017 *****To GOVERNOR.

LCC: Watch

3. CA AB 28





Author: Jim Frazier (D-011)

Title: Department of Transportation: Review: Federal Program

Introduced: 12/05/2016

Enacted: 03/29/2017

Disposition: Enacted

Effective Date: 03/29/2017 [code impact]

Location: Chaptered

Chapter: 2017-4

Summary: Reinstates the operation of existing law which provided that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of responsibilities it assumed as a participant in an interstate surface transportation project delivery pilot program for environmental review. Makes a repeal of that provision on a specified date.

Status: 03/29/2017 Enrolled.
03/29/2017 Signed by GOVERNOR.
03/29/2017 Chaptered by Secretary of State. Chapter No. 2017-4

CCTA: Support

CSAC: Support

LCC: Support

MTC: Support

4. CA AB 65

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Jim Patterson (R-023)

Title: Transportation Bond Debt Service

Introduced: 12/13/2016

Disposition: Pending

Location: Assembly Transportation Committee

Summary: Amends an existing law which provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on certain general obligation bonds. Excludes from payment the debt service for Proposition 1A bonds.

Status: 01/19/2017 To ASSEMBLY Committee on TRANSPORTATION.

CSAC: Watch

LCC: Watch

5. CA AB 151

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Autumn R. Burke (D-062)

Title: California Global Warming Solutions Act

Introduced: 01/11/2017

Last Amend: 05/02/2017

Disposition: Pending

Location: Assembly Inactive File

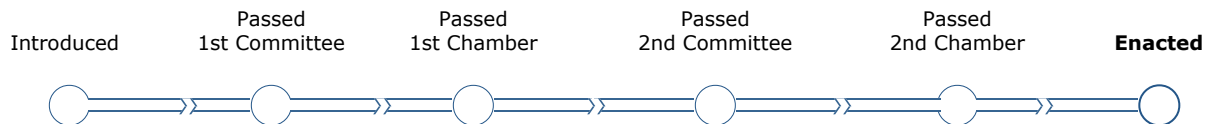
Summary: Amends the Global Warming Solutions Act. Requires the Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan. Requires the state board to report to the Legislature on the need for increased education, career technical education, job training, and workforce development in ensuring that statewide greenhouse gas emissions are reduced by a specified level.

Status: 08/24/2017 In ASSEMBLY. From third reading. To Inactive File.

CSAC: Watch

LCC: Watch

6. CA AB 174



Author: Frank E. Bigelow (R-005)

Title: Tribal Gaming: Compact Ratification

Introduced: 01/17/2017

Enacted: 10/03/2017

Disposition: Enacted

Location: Signed by Governor

Summary: This bill ratifies the amendment to the tribal state gaming compact between the state and the United Auburn Indian Community. It provides certain actions related to such compact that are not considered projects for purposes of the California Environmental Quality Act.

Status: **10/03/2017 Signed by GOVERNOR.**

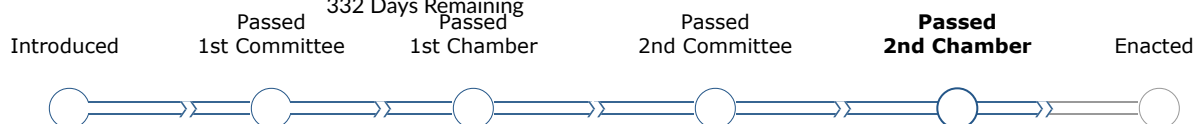
CSAC: Watch

LCC: Watch

7. CA AB 179

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Sabrina Cervantes (D-060)

Title: California Transportation Commission

Introduced: 01/18/2017

Last Amend: 07/13/2017

Disposition: To Governor

Location: To Governor

Summary: Requires the Governor, in appointing members of the California Transportation Commission, to use every effort to ensure that the commission has a diverse membership with expertise in transportation issues, taking into consideration factors including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities.

Status: 09/12/2017 *****To GOVERNOR.

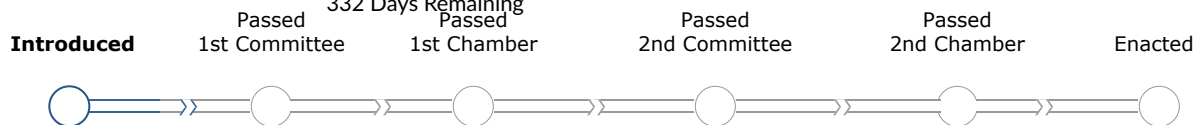
CSAC: Watch

LCC: Watch

8. CA AB 278

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Marc Steinorth (R-040)

Title: California Environmental Quality Act: Transportation

Introduced: 02/02/2017

Disposition: Pending

Location: Assembly Natural Resources Committee

Summary: Exempts from the CEQA provisions a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements.

Status: 03/20/2017 In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage.
03/20/2017 In ASSEMBLY Committee on NATURAL RESOURCES: Reconsideration granted.

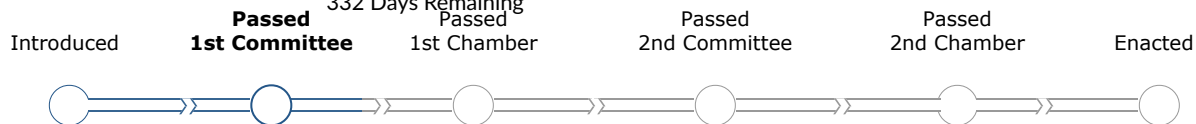
CSAC: Pending

LCC: Watch

9. CA AB 342

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: David Chiu (D-017)

Title: Vehicles: Automated Speed Enforcement: Five-Year Pilot

Introduced: 02/07/2017

Last Amend: 04/06/2017

Disposition: Pending

Location: Assembly Transportation Committee

Summary: Authorizes the City of San Jose and the City and County of San Francisco to implement a pilot program utilizing an automated speed enforcement system for speed limit enforcement on certain streets. Provides that a speed violation that is recorded by an ASE system is subject to a specified civil penalty.

Status: 04/24/2017 In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.

CSAC: Watch

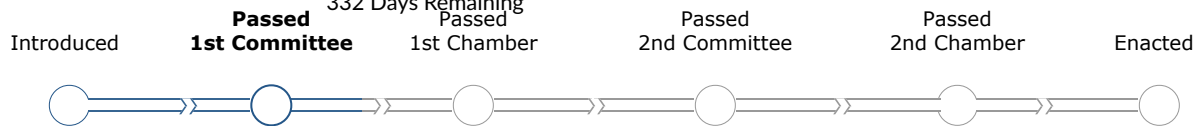
LCC: Watch

MTC: Support

10. CA AB 378

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Cristina Garcia (D-058)

Title: Greenhouse Gases and Criteria Air Pollutants

Introduced: 02/09/2017

Last Amend: 05/30/2017

Disposition: Pending

Location: Assembly Inactive File

Summary: Requires the State Air Resources Board when adopting rules and regulations to achieve certain greenhouse gas emissions reductions to follow specified requirements and prioritize specified emission reduction rules and regulations. Requires the Board to adopt air pollutant emissions standards for emissions of criteria air pollutants and toxic air contaminants at industrial facilities.

Status: 09/11/2017 In ASSEMBLY. Reconsideration granted.
09/11/2017 In ASSEMBLY. To Inactive File.

BAAQMD: Support

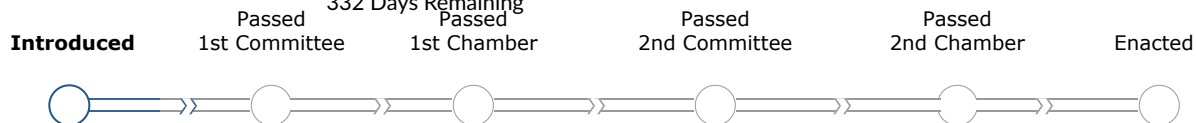
CSAC: Pending

LCC: Watch

11. CA AB 399

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Timothy S. Grayson (D-014)

Title: Autonomous Vehicles: Contra Costa: Pilot Project

Introduced: 02/09/2017

Last Amend: 03/23/2017

Disposition: Pending

Location: Assembly Communications and Conveyance Committee

Summary: Relates to an autonomous vehicles pilot project in Contra Costa County. Extends the authorization for the pilot project to after the operative date of regulations promulgated by the department.

Status: 03/23/2017 To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.
03/23/2017 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
03/23/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

CSAC: Watch

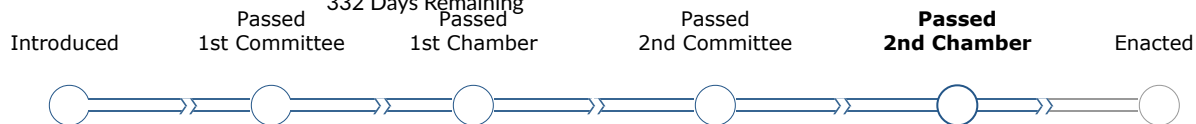
LCC: Watch

12. CA AB 467

SESSION ADJOURNMENT

August 31, 2018

332 Days Remaining



Author: Kevin Mullin (D-022)

Title: Local Transportation Authorities: Transactions and Tax

Introduced: 02/13/2017

Last Amend: 08/23/2017

Disposition: To Governor

Location: To Governor

Summary: Exempts, upon the request of an authority, a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan and obtaining a printed copy at no cost.

Status: 09/19/2017 *****To GOVERNOR.

CSAC: Sponsor, Watch

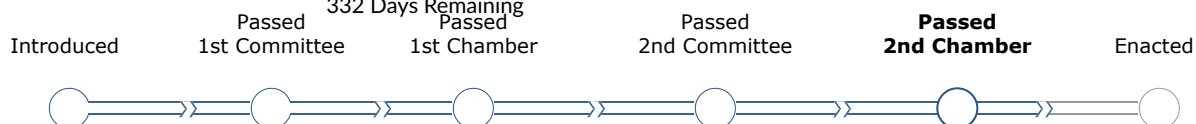
LCC: Watch

13. CA AB 1069

SESSION ADJOURNMENT

August 31, 2018

332 Days Remaining



Author: Evan Low (D-028)

Title: Local Government: Taxicab Transportation Services

Introduced: 02/16/2017

Last Amend: 09/08/2017

Disposition: To Governor
To Governor

Location:**Summary:**

Limits the applicability of that ordinance or resolution adoption requirement and related provisions to a city or county in which a taxicab company is substantially located. Except for a specific city and county, requires provisions for the establishment or registration of rates for the provision of taxicab transportation service to meet specified requirements. Requires permitted taxicab companies and drivers to comply with various additional specified requirements. Imposes civil liability for violations.

Status: 09/26/2017 *****To GOVERNOR.

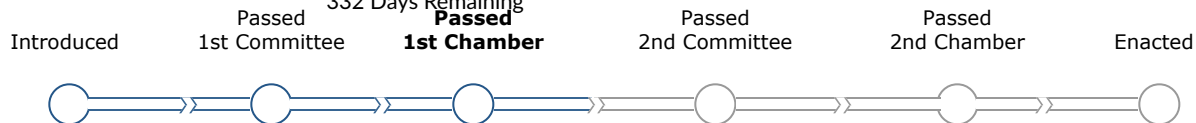
CCTA: Oppose

CSAC: Concerns

LCC: Request_for_Veto

14. CA AB 1436**SESSION ADJOURNMENT**

August 31, 2018
332 Days Remaining



Author: Marc Levine (D-010)

Title: County Highways

Introduced: 02/17/2017

Last Amend: 03/28/2017

Disposition: Pending

Location: Senate Second Reading File

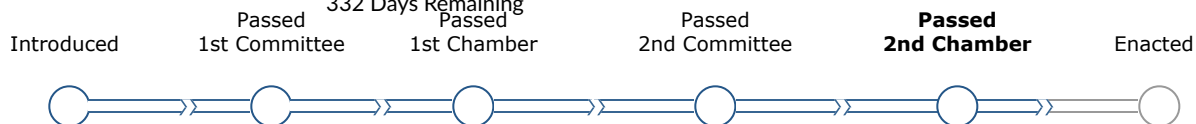
Summary: Authorizes the board of supervisors of a county to adopt a resolution relating to specified activities relating to streets by a certain number of votes. Makes nonsubstantive changes to existing law.

Status: 06/28/2017 In SENATE Committee on GOVERNANCE AND FINANCE: Not heard.

CSAC: Watch

15. CA AB 1444**SESSION ADJOURNMENT**

August 31, 2018
332 Days Remaining



Author: Catharine B. Baker (R-016)

Title: Livermore Amador Valley Transit Authority

Introduced: 02/17/2017

Last Amend: 06/20/2017

Disposition: To Governor

Location: To Governor

Summary: Authorizes the Livermore Amador Valley Transit Authority to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver

seat in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator.

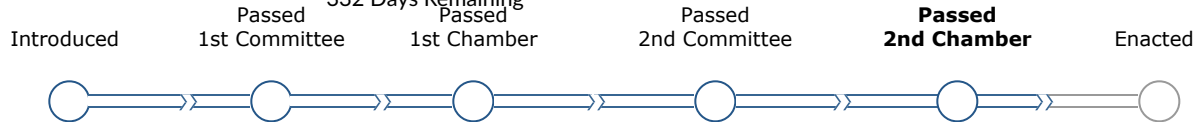
Status: 09/12/2017 *****To GOVERNOR.
LCC: Support
MTC: Support

16. CA AB 1479

SESSION ADJOURNMENT

August 31, 2018

332 Days Remaining



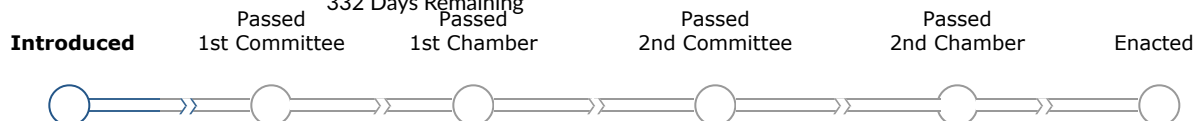
Author: Rob Bonta (D-018)
Title: Public Records: Supervisor of Records: Civil Penalties
Introduced: 02/17/2017
Last Amend: 09/01/2017
Disposition: To Governor
Location: To Governor
Summary: Amends the Public Records Act. Requires public agencies to designate a person or office to act as the agency's custodian of records who is responsible for responding to any request made under the Act and any inquiry from the public about a decision by the agency to deny a request for records. Requires specified state and local agencies to establish written guidelines for accessibility of records.
Status: 09/19/2017 *****To GOVERNOR.
CCTA: Oppose
CSAC: Watch
LCC: RemovalofOpposition

17. CA AB 1640

SESSION ADJOURNMENT

August 31, 2018

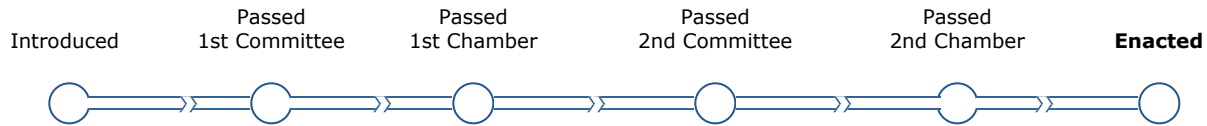
332 Days Remaining



Author: Eduardo Garcia (D-056)
Title: Transportation Funding: Low Income Communities
Introduced: 02/17/2017
Disposition: Pending
Location: Assembly Transportation Committee
Summary: Requires each regional transportation improvement program to allocate a certain percentage of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services.
Status: 03/16/2017 To ASSEMBLY Committee on TRANSPORTATION.

CSAC: Watch
LCC: Watch

18. CA SB 1

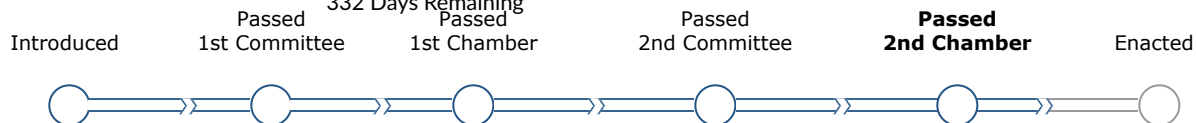


Author: Jim Beall (D-015)
Title: Transportation Funding
Introduced: 12/05/2016
Enacted: 04/28/2017
Disposition: Enacted
Effective Date: 04/28/2017 [code impact]
Location: Chaptered
Chapter: 5
Summary: Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program.
Status: 04/28/2017 Signed by GOVERNOR.
04/28/2017 Chaptered by Secretary of State. Chapter No. 5
CSAC: Support
LCC: Support
MTC: Support

19. CA SB 80

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Bob Wieckowski (D-010)
Title: California Environmental Quality Act: Notices
Introduced: 01/11/2017
Last Amend: 06/21/2017
Disposition: To Governor
Location: To Governor
Summary: Amends the California Environmental Quality Act. Requires a lead agency to post certain notices on the agency's Internet Web site and to offer to provide those notices by e-mail. Requires a county clerk to post notices regarding an environmental impact report or a negative declaration on the county's Internet Web site. Requires the filing of a notice in certain cases.

Status: 09/18/2017 Enrolled.
09/18/2017 *****To GOVERNOR.

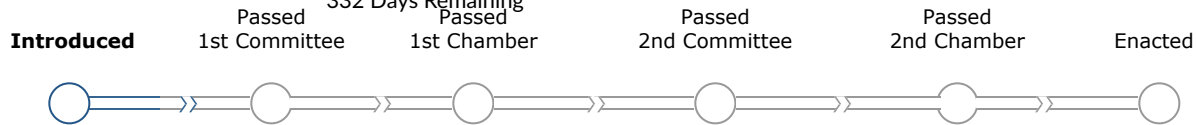
CSAC: Concerns

LCC: Watch

20. CA SB 578

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Steven M. Glazer (D-007)

Title: Highways: Safety Enhancement-Double Fine Zone

Introduced: 02/17/2017

Last Amend: 04/17/2017

Disposition: Pending

Location: Senate Transportation and Housing Committee

Summary: Designates the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Marsh Creek Road intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County.

Status: 04/17/2017 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
04/17/2017 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

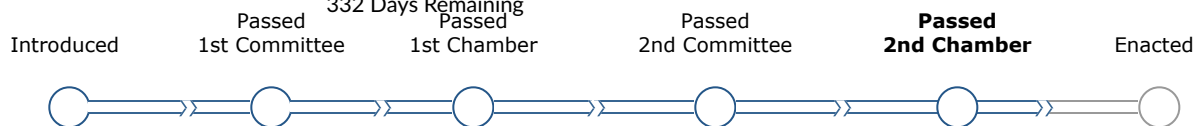
CSAC: Watch

LCC: Watch

21. CA SB 595

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Jim Beall (D-015)

Title: Metropolitan Transportation Commission: Toll Bridge

Introduced: 02/17/2017

Last Amend: 09/08/2017

Disposition: To Governor

Location: To Governor

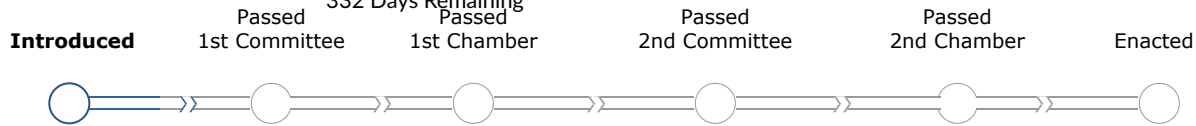
Summary: Requires cities and counties within the San Francisco Bay area to conduct a special election on a proposed increase in the amount of the toll rate charged on the state owned toll bridges in that area to be used for specified projects and programs. Requires Bay Area Toll Authority to establish an independent oversight committee to ensure that toll revenues generated by Regional Measure 3 are expended consistently with a specified expenditure plan. Creates the Independent Office of the Bart Inspector General.

Status: 09/22/2017 *****To GOVERNOR.
CSAC: Watch
LCC: Watch
MTC: SupportandSeekAmend

22. CA SB 775

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining

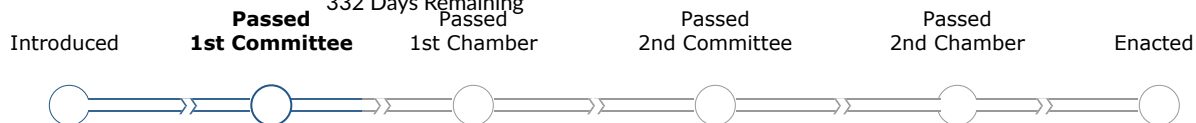


Author: Bob Wieckowski (D-010)
Title: Global Warming: Market-Based Compliance Mechanisms
Introduced: 02/17/2017
Last Amend: 05/01/2017
Disposition: Pending
Location: Senate Environmental Quality Committee
Summary: Amends the California Global Warming Solution Act of 2006 which designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emission of greenhouse gases. Requires the Board to adopt a regulation establishing as a market-based compliance mechanism a market-based program of emission limits for covered entities. Relates to funds.
Status: 05/01/2017 From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
05/01/2017 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.
CSAC: Pending
LCC: Watch

23. CA SCA 2

SESSION ADJOURNMENT

August 31, 2018
332 Days Remaining



Author: Josh Newman (D-029)
Title: Motor Vehicle Fees and Tax: Restriction on Expenditures
Introduced: 01/18/2017
Last Amend: 03/30/2017
Disposition: Pending
Location: Senate Inactive File
Summary: Requires revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. Prohibits these revenues from being used for the payment of principal and interest on state transportation general obligation bonds. Restricts portions of the sales and use tax on diesel fuel to expenditure on certain

transportation planning or mass transportation purposes. Requires those revenues to be deposited in the Public Transportation Account.

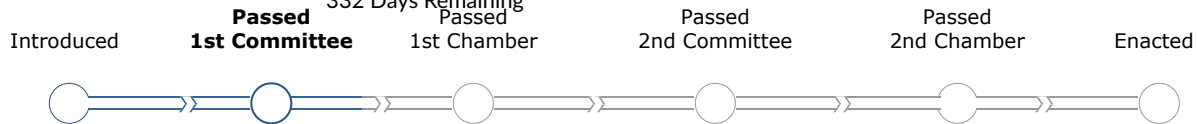
Status: 04/17/2017 In SENATE. From third reading. To Inactive File.
CSAC: Support, Watch
LCC: Watch

24. CA SCA 6

SESSION ADJOURNMENT

August 31, 2018

332 Days Remaining



Author: Scott Wiener (D-011)
Title: Local Transportation Measure: Special Taxes: Voter
Introduced: 02/13/2017
Last Amend: 05/01/2017
Disposition: Pending
Location: Senate Appropriations Committee
Summary: Requires that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by a certain percentage of the voters voting on the proposition.

Status: 05/25/2017 In SENATE Committee on APPROPRIATIONS: Held in committee.
CSAC: Support
LCC: Watch
MTC: Support



September 11, 2017

Page 1 of 2

The Honorable Jim Beall, Chairman
Senate Transportation & Housing
Committee
State Capitol, Room 2082
Sacramento, CA 95814

The Honorable Jim Frazier, Chairman
Assembly Transportation Committee
Legislative Office Building, 1020 N Street,
Room 112
Sacramento, CA 95814

Re: SB 595 (Beall)/Regional Measure 3 – Support

Dear Chairmen Beall and Frazier:

On behalf of the Congestion Management Agencies in each of the Bay Area's nine counties, we are writing to express our strong support for Senate Bill 595 and thank you for your leadership on behalf of our region. SB 595 would authorize a bridge toll increase of up to \$3, known as Regional Measure 3, to be placed on the ballot in the nine counties, and if approved, fund \$4.4 billion in mobility improvements across the Bay Area. As you know, traffic congestion and transit overcrowding are a huge challenge for the region's seven million residents. With the region's strong economy propelling further growth in population (helping to sustain the state's overall economy), it's pivotal that major mobility improvements happen as soon as possible.

If enacted, SB 595 will give Bay Area voters the first opportunity since 2004 to raise bridge tolls which – when combined with state funds, recently approved by the passage of Senate Bill 1, and federal funds, as well as voter-approved local sales taxes managed by many of our agencies – will help deliver the next generation of game-changing mobility improvements.

The latest amendments to SB 595 include an equitable, balanced expenditure plan and strong accountability and performance measures that will help ensure toll funds invested in transportation and public transit improvements are spent effectively and efficiently, something that all toll payers deserve and expect.

We stand ready to provide any help needed to push the bill across the finish line and look forward to partnering with you and your colleagues next year to ensure the measure enjoys success and is successfully implemented once approved by Bay Area voters.

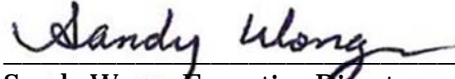
Sincerely,

CMA Chair/Executive Directors
(Signature Blocks Next Page)

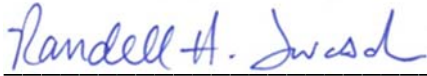
Sincerely,



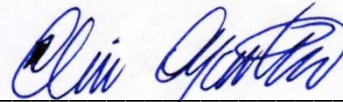
Art Dao, Executive Director
Alameda County Transportation Commission



Sandy Wong, Executive Director
San Mateo City-County Association of
Governments



Randell Iwasaki, Executive Director
Contra Costa Transportation Authority



Chris Augenstein, AICP, Director of Planning
and Programming
Santa Clara Valley Transportation Authority



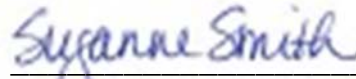
Dianne Steinhauser, Executive Director
Transportation Authority of Marin



Daryl Halls, CMA Chair/Executive Director
Solano Transportation Authority (STA)



Kate Miller, Executive Director
Napa Valley Transportation Authority



Suzanne Smith, Executive Director
Sonoma County Transportation Authority



Tilly Chang, Executive Director
San Francisco County Transportation
Authority

cc: San Francisco Bay Area Legislative Delegation
Steve Heminger, MTC Executive Director



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

12.

Meeting Date: 10/09/2017
Subject: COMMUNICATION/News Clippings
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

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

Referral Update:

Communication Received:

News, Articles, etc.

Buses, Yes Buses, Are 'the Hottest Trend in Transit' Governing Magazine - September 2017
Technology, declining ridership and changing demographics have spurred cities across the country to redesign bus systems that are more convenient. It's no easy task.

What's Driving Transit Ridership Declines, CityLab - February 2017
New York City's subway system has posted its first dip in ridership since 2009, according to data from the Metropolitan Transportation Authority. The news follows a news week full of reported transit passenger declines in Los Angeles and San Francisco. And, for years, nearly every city in the U.S. (with a few notable exceptions) has posted negative percent changes, too. Which raises two questions as old as public transit itself: Where do the riders go, when they go? And how can cities bring them back? Transit ridership is falling except in 2 cities with major bus network restructures.

Trump backs off vow that private sector should help pay for infrastructure package, Washington Post, September 2017

Earlier in the year it was reported at TWIC that there were internal conflicts with the current Federal administration relative to infrastructure funding. Commitments to *increase* infrastructure

funding were accompanied by concurrent proposals to *cut* infrastructure funding. The article referenced above highlights another conflict, the administration favored a strategy of relying on the private sector to support and participate in infrastructure investments. Public-Private Partnerships (P3s) are an important mechanism to facilitate private sector involvement, the article describes the administration's belief that P3s are not feasible.

Uber, but for Grandma: Rideshare startups tackle the senior-transport crisis, and test problem-solving the limits of tech, Politico, September 2017

"...today's seniors are also aging at a time of rapidly multiplying transportation options in the private sector, with ride-hailing companies like Uber and Lyft at the front of the pack. Those companies blossomed amid the millennial-oriented sharing economy, serving wired young urbanites accustomed to meeting all their needs via smartphone. For some seniors, they represent the same kind of lifeline—although they also pose some new challenges."

Recommendation(s)/Next Step(s):

RECEIVE communication and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

BussesAreHottestTrend(GoverningMag)

What's Driving Transit Ridership Declines(CityLab).pdf

Trump backs off vow that private sector should help pay for infrastructure(WaPo).pdf

Uber, but for Grandma

Buses, Yes Buses, Are 'the Hottest Trend in Transit'

Technology, declining ridership and changing demographics have spurred cities across the country to redesign bus systems that are more convenient. It's no easy task.

BY: [Daniel C. Vock](#) | September 2017

A few years ago, as the Central Ohio Transit Authority (COTA) was marking the 40th anniversary of its bus service in the Columbus area, a new employee came into the office of Curtis Stitt, the agency's president and CEO. She brought him a copy of a 1974 annual report that she had stumbled upon while going through the archives. As Stitt looked over the decades-old document, one thing stuck out at him. "The system map from 1974 looked very much like the system map for 2014," Stitt says. "Forty years later, the routes looked pretty much the same. The question it naturally raised was: Does this system still work? The answer was no."

Since the 1970s, Columbus has grown by nearly 60 percent, to a population of 860,000. It is now the 14th largest city in the country. Its geographic area has grown by a third as well, and the suburbs have sprawled in every direction. Jobs have followed people away from downtown, and the nature of the jobs has also changed. With the growth of the service economy, more residents work on nights and weekends instead of 9 to 5.

That meant that the traditional hub-and-spoke arrangement of the city's bus routes didn't make sense anymore. If people needed to get across town, or go from one suburb to another, they didn't want to have to go through downtown to do it, especially if that meant transferring from one infrequent bus route to another.

The Columbus transit agency spent four years and \$9.4 million studying its bus network, gathering public feedback and designing alternative routes. All of that work came to a head this May, when COTA switched to a completely new system. It doubled the number of bus lines with frequent service (every 15 minutes or less), deploying many of them along major roads far from downtown. The new routes added or increased service to the airport, shopping malls, a casino and many other job centers. By COTA's estimate, the number of jobs within a quarter mile (a five-minute walk) of a frequent bus line jumped from 155,000 to 265,000. The number of people who lived within a quarter mile of those lines increased from 116,000 to 219,000. Plus, the agency beefed up service on Saturdays and Sundays. And Columbus did all of it without an increase in funding.

The problems that beset the Columbus bus system before its relaunch are all too common among this country's transit agencies. In most places, as in Columbus, they go unaddressed for decades. But just in the last few years, transit agencies in more than half a dozen major cities have totally revamped their bus routes to focus on frequent, reliable service to job centers and dense neighborhoods. As in Columbus, transit advocates hope the recent redesigns in Indianapolis; Jacksonville, Fla.; Omaha, Neb.; Portland, Ore.; and, most of all, Houston, will lead to major changes in how cities think of and offer bus service. But the same advocates acknowledge that there is nothing easy about making these changes, even if the need for them seems obvious.

The biggest reason for the sudden attention to bus networks is that bus ridership is dropping across the country, both in absolute terms and as a percentage of total transit trips. As recently as 1990, buses accounted for nearly two-thirds of all transit trips in the country. But in 2014, for the first time, bus rides made up less than half of all transit trips, according to the American Public Transportation Association. Part of that is because more people are taking subways, light rail and commuter rail. But a good many bus riders have left the transit system altogether. "Bus network redesigns are a reaction to that decline," says Kirk Hovenkotter, the national network coordinator at TransitCenter, a New York foundation that recently hosted a conference on bus system overhauls. Even leaders from cities that have not committed to major changes are enthusiastic about the idea, he says. "Network redesigns are the hottest trend in transit right now."

Redesigns can help reduce inefficiency in bus systems, but that doesn't always translate into higher ridership numbers. External factors such as gas prices and the state of the economy can affect ridership. Plus, a well-designed bus network can lead to fewer trips because riders have to transfer less to get to their destinations.

But declining ridership isn't the only reason transit agencies are reconfiguring their bus routes. Demographic shifts in urban areas are also forcing them to reexamine their services. Jarrett Walker, a transit consultant who has helped several cities with their bus network redesigns, says many cities are developing dense neighborhoods that cannot function if they don't have a good transit system. Single-occupancy vehicles -- even taxis or UberX compacts -- simply take up too much room on the streets. And residents in those areas want better transit options. "There is justifiably pressure on transit to work more effectively and meet the expectations of those residents," Walker says.

Inefficiencies in bus systems have also gotten easier to measure, as real-time bus arrival data and online trip planning tools make gaps in a system painfully obvious. While riders a few years ago might have waited at a stop in hopes that the bus would come soon, now they know for sure when it's coming, and they don't want to wait long. They can tell from a map how far out of their way they have to go in order to get to their destination. "You're seeing the problems you couldn't see before," Walker says. "That makes it easier to diagnose and to build political consensus to solve those problems."

That political will is important, because political pressure is a big reason bus routes follow meandering paths and are hard to change. Interest groups urge politicians to add new stops, often in places that wouldn't warrant them based on ridership. The added stops make the routes longer, and the longer routes mean the bus doesn't come as often. "The cumulative effect of elected officials doing that over 20 to 30 years is a network that looks like spaghetti, where frequencies aren't very high," Walker says. When transit planners try to make a network more efficient, they inevitably have to cut service to low-performing areas, and riders there will complain to the transit agency. Without political cover, Walker says, transit planners often just try to do their job without getting yelled at, which means no major changes happen.

One Sunday morning in August 2015, Houston woke up with a brand-new bus system. It was a big deal, not just for Houstonians who rode the bus, but for the transit community nationwide. Houston wasn't the first to successfully complete a network overhaul: Portland, Ore., Jacksonville and a few other places had gone before. But Houston's "reimagining" of its system was an especially ambitious project in America's fourth-biggest city. Officials in other cities seemed to figure that if Houston could reconfigure a system with 1,200 buses and 10,000 stops, they could figure out how to do it in their cities too.

The impetus for Houston Metro's route overhaul came from its board, and from one new member in particular. Christof Spieler came to the board in 2010 after earning a name for himself in Houston as a transit blogger. He is an engineer by trade, with a focus on urban planning, and was a regular rider of Metro's local No. 9 route. That latter fact set him apart from his fellow board members, who he says weren't regular bus riders before they joined the board. His message to the others was that frequent service -- not just having a big coverage area -- was the key to a good bus network.

It was clear that Houston Metro had to do something to address ridership. Between 1999 and 2012, the number of riders dropped by 20 percent, even after Metro extended its service hours and even while the city's population and economy were booming. And unlike other cities, Houston didn't see its bus ridership bounce back after the Great Recession.

Metro also had to revisit its network because it was in the process of completing three new light rail lines. Metro needed to adjust its bus schedules to better connect to the light rail and to eliminate duplicative service.

And, of course, Metro's antiquated bus routes faced the same issues as the ones in Columbus. In Houston's case, some of the the routes could be traced back to the early 1900s, when they were streetcar routes between downtown and outlying neighborhoods. Over the years, tinkering had made those short, straight routes long and twisty. Many of the areas they served were no longer big population centers. And downtown was no longer the dominant job magnet. Instead, much of the workforce commuted to universities and hospitals south of downtown in the city's medical center, while big shopping areas sprouted up around the Galleria mall and office towers emerged in once-sleepy suburban territory. Houston had become a city with a complex and "multinodal" employment base.

Metro, in other words, faced big problems that needed big fixes. “The [problems] couldn’t be solved by adding another bus to this line or extending this route here,” says Kurt Luhrsen, the agency’s vice president of service planning. “It was systematic. The system was not serving those folks well anymore.”

Once Metro decided it needed to overhaul its bus network, the agency’s leaders combined their own data analyses with suggestions from the public. They wanted Houstonians to realize that this was not an arcane, bureaucratic process, but a chance to make big changes to improve people’s lives. So Metro urged residents to reimagine the bus network.

The agency also described its existing operations in blunt terms, recalled Spieler, speaking at a 2015 transit conference. “We started this [process] by saying, ‘We have a really crappy bus system,’ which is a real odd thing for an agency to do. In fact, we had considerable internal fights over that idea. ... I said, we’re not going to fix the system if we don’t own up to the fact that our current system isn’t working. Why in the world would we go to the public and say, ‘We have a great system. We’d like to blow it up and start all over?’”

A man pays his fare on an Atlanta bus.

There is a tension in designing any bus system between maximizing ridership and maximizing coverage. The easiest way to bump up the number of riders would be to run more routes frequently through dense areas. But then the outlying areas would get little or no service, residents of poorer neighborhoods would have trouble getting to work and older people would be stranded without a connection to out-of-the-way senior centers. Before the redesign, Metro split its resources evenly between ridership and coverage. Based on the feedback it received, the board decided that the agency was spending too much to operate largely empty buses. So it shifted resources: 80 percent went to building ridership, while 20 percent went to maintaining coverage.

Originally, the plan was supposed to be cost-neutral. Metro thought it could achieve that goal by using its existing resources more effectively. But residents who stood to lose service under the agency’s initial proposal came to board meetings and public hearings to protest the changes. Politicians took up their causes. It took a year for the agency to iron out all of the wrinkles. Most of the changes the agency made to its initial plan were to lower-service routes. The high-volume lines remained largely the same. One way the board smoothed the passage was by adding \$12 million to the annual operating budget for buses, which was about a 4 percent increase.

The switch came after months of publicity, as well as training for Metro staff. The transition itself had no major problems, although the agency did have to make adjustments after the rollout. Still, the easy transition made the process look simpler than it was. “We just barely pulled it off,” Spieler says, “with the right staff, the best consultants, a gutsy board and a policy geek mayor with lots of spine.” (Mayor Annise Parker’s term expired in 2016.)

Metro, though, will fall short of its goal of increasing overall transit ridership by 20 percent in the new system’s first two years. Ridership did climb by 6.8 percent in the first year, but most of that came from increased light rail boardings. Bus trips increased by 1.2 percent in that initial year, much of that from weekend service. Weekday trips decreased.

Things got worse the second year, when lower gas prices led to a more sluggish economy in energy-dependent Houston. Although final data was not available by press time, Luhrsen, the Metro vice president, says ridership for the second year will likely be flat. [*This story was reported and written prior to when Hurricane Harvey hit Houston in August.*] But he points out that other Texas cities are seeing decreases of 5 to 6 percent because of the drop in gas prices and the oil-related downturn in the local economy. “If we would have done nothing, we would have been down 5 to 6 percent, too,” he says. “But [after two years] we’re up 7 percent.”

Houston's size makes it the obvious template for other cities that want to launch a bus network redesign. But the growing number of transit agencies that are going through with similar plans will offer slightly different models to follow.

While Houston and Columbus tried to keep their expenses relatively flat, Indianapolis is embarking on an expensive redesign, aiming for fast, frequent service even as it expands its network by about 70 percent. Indianapolis will fund the expansion through a new 0.25 percent income tax voters approved in 2016, which is expected to bring in an additional \$54 million a year for IndyGo, the city's bus service. A major component of the new design will be adding three bus rapid transit lines that are designed to "basically be light rail on tires," says Bryan Luellen, an IndyGo spokesman. (The Indiana Legislature prohibited Indianapolis from using the money on actual light rail, but transit experts say the city isn't dense enough for rail anyway.) The new tax money will also help upgrade existing buses and bus stops, increase service on nights and weekends, and reduce customer waiting times on a more simplified grid network.

The transit system serving the Albany, N.Y., region stands out because it has increased bus ridership by 25 percent since 2009, while most other agencies have struggled with declining ridership. The Capital District Transportation Authority covers four counties, but it concentrates its efforts on fast, frequent service in its four major cities: Albany, Saratoga Springs, Schenectady and Troy. The emphasis on frequency, says authority CEO Carm Basile, is a "game changer," because when buses come every eight to 15 minutes, the service "starts to feel a lot more like a rail system. The No. 1 thing people want from you when they get on your bus is to get off your bus. They want the bus to come really frequently, and they want to get to their destination really quick, just like a rail system."

But another key to Albany's success has been its decision to reach out to local colleges and businesses to enroll in its "universal access" arrangements. In those deals, the institutions pay a discounted rate up front so their students or employees can ride without paying a fare. More than a dozen colleges and a dozen local businesses participate in the program, and their riders make up nearly a quarter of the passengers the agency handles and a quarter of the fare revenues it collects. The program makes route planning easier, Basile says, because it's easy for the agency to predict where students or workers will want to travel. Plus, he adds, it helps keep ridership up. "Wholesaling service has taken the spikes out of the ridership," he says, that are caused by external factors like the price of fuel. "We've been isolated from that. The people we are talking about are going to use the service regardless, because they can and it's free to them."

The number of transit agencies contemplating a bus system redesign continues to grow. This summer, Philadelphia officials announced they would soon undertake one, in part to respond to what they see as competition from private ride-sharing services. Anchorage, Alaska; Austin; Dallas; Richmond, Va.; and even Los Angeles and Staten Island in New York City are working on overhauls as well.

Jon Orcutt, the director of communications and advocacy for the TransitCenter, says many of those cities may need an infusion of new money, along with a new system design, to make a truly effective bus system. But some, like Los Angeles, which has the country's second-largest bus system after New York, will mainly need to show that they can spend existing tax money more effectively. L.A. voters approved major transportation funding measures in 2008 and 2016, which have resulted in a rapidly growing light rail system. At the same time, though, bus ridership has fallen sharply, decreasing by 20 percent in just the last three years.

Redrawing bus routes and overhauling schedules forces transit agencies to take a hard look at whether they're doing everything they can to serve their riders, Orcutt says. "It's a reflexive thing in the transit industry. If ridership goes down, the explanation tends to be that it's some sort of exogenous force: Gas is cheap, Uber came to town, whatever. But they don't look at whether their service is attractive to people. They don't look at what they can do, regardless of external forces," he says. "But now you're seeing the best of the transit industry looking at doing what they do better and trying to use the resources they have better."

Houston's new system increases high-frequency bus routes (shown in red), which brings more than 1 million Houstonians into within a half-mile of a route that runs every 10-15 minutes. (Metro.com)

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Commuters in L.A. are riding more Metro, less bus. // Reuters

What's Behind Declining Transit Ridership Nationwide?

LAURA BLISS FEB 24, 2017

New York City's subway system has posted its first dip in ridership since 2009, according to data from the Metropolitan Transportation Authority. The news follows a news week full of reported transit passenger declines in Los Angeles and San Francisco. And, for years, nearly every city in the U.S. (with a few notable exceptions) has posted negative percent changes, too.

exceptions) has posted negative percent changes, too.

Which raises two questions as old as public transit itself: Where do the riders go, when they go? And how can cities bring them back?

Some of the factors behind these declines are national, as the transportation scholar David Levinson points out via email. The economy is expanding, and oil prices are plunging. People are buying more cars and driving them more often, both to work and to weekend activities that are better served by vehicles. American cities continue to suburbanize, and as they do, taking transit often becomes a less attractive option. Immigrants, long a strong base of ridership for agencies, are increasingly moving out of urban centers... and buying and driving their own vehicles.

UZA Name	Sum of 2015	Sum of 2016	Change
Seattle, WA	178,640,154	185,913,534	4.1%
Houston, TX	83,285,295	85,180,489	2.3%
Milwaukee, WI	40,610,851	41,476,982	2.1%
Detroit, MI	36,734,180	37,079,598	0.9%
New York-Newark, NY-NJ-CT	4,222,700,561	4,241,214,495	0.4%
San Francisco-Oakland, CA	454,952,418	454,996,256	0.0%
Boston, MA-NH-RI	403,464,723	402,554,159	-0.2%
Pittsburgh, PA	63,990,430	63,570,697	-0.7%
Denver-Aurora, CO	101,021,365	99,777,407	-1.2%
Portland, OR-WA	112,440,100	110,985,034	-1.3%
San Antonio, TX	37,983,886	37,290,201	-1.8%
Salt Lake City-West Valley City, UT	44,909,741	43,776,825	-2.5%
Minneapolis-St. Paul, MN-WI	96,636,368	93,716,857	-3.0%
Chicago, IL-IN	623,466,948	603,747,357	-3.2%
Urban Honolulu, HI	68,587,549	66,361,162	-3.2%
Las Vegas-Henderson, NV	72,044,767	69,420,973	-3.6%
Dallas-Fort Worth-Arlington, TX	75,998,371	72,137,725	-5.1%
Baltimore, MD	111,070,976	105,214,371	-5.3%
Atlanta, GA	141,154,134	132,925,293	-5.8%
Philadelphia, PA-NJ-DE-MD	369,644,085	346,276,496	-6.3%
Phoenix-Mesa, AZ	69,525,177	64,898,486	-6.7%
San Diego, CA	94,921,830	88,507,937	-6.8%
St. Louis, MO-IL	47,250,866	44,020,031	-6.8%
Cleveland, OH	46,844,074	43,507,057	-7.1%
Los Angeles-Long Beach-Anaheim, CA	619,459,557	572,589,716	-7.6%
San Jose, CA	44,718,244	40,763,554	-8.8%
Miami, FL	156,449,301	141,556,090	-9.5%
Washington, DC-VA-MD	441,222,366	396,260,838	-10.2%
Austin, TX	32,795,531	28,893,986	-11.9%
San Juan, PR	38,853,326	32,289,221	-16.9%



Kirk Hovenkotter
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Transit ridership is falling except in 2 cities with major bus network restructures. Lets stop blaming gas prices & start a

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11:22 AM - Feb 23, 2017

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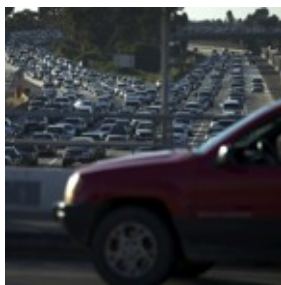
Then, there are the local forces that might be triggering declines from town to town. Weather and employment all factor in. In some cities, reliability issues are also dissuading people from riding buses and trains: See poster-child Washington, D.C., where lethally under-maintained trains drove WMATA to cut service for long stretches of time this year and last. Passengers on San Francisco's BART trains are verifiably vanishing; overcrowded, delay-prone trains that shriek when they (finally) pull into stations are probable drivers.

In other cities, rail numbers grow while bus numbers fall. That's true in Los Angeles, where thickening traffic and construction hold-ups are slowing buses and perhaps discouraging passengers. In Chicago, CTA bus ridership dropped by nearly 20 percent between 2008 and 2016, "even as rail ridership has increased by roughly the same amount," writes the urban policy analyst Daniel Kay Hertz; service cuts likely bear a good deal of blame. (There may be some issues with the ridership data itself, too.)

Little is certain in the murky realm of transit ridership interpretation.

In New York, bus ridership has waned for years; chalk it up there to too-slow and too-unreliable service. And yes, subway usage also fell 0.3 percent last year, as the New York Times reported this week — but weekday ridership is at an all-time high, while weekend ridership has dropped about 3 percent. There is likely a service connection there, too: Weekends are when subways are more often out of service due to repairs. Of course, weekends are also when folks who aren't working are more likely to take an unusual trip somewhere—their friends in the Bronx, that concert south of Prospect Park — and for those kinds of occasional trips, a ride in an Uber or Lyft might be more reasonable.

Recommended



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SEP 26, 2017



Which leads to a theory raised in most reports of declining public transportation use: Those ride-hailing services are stealing passengers. This argument probably holds truest for weekend boardings. But the best research out there (and there isn't much yet) suggests most workers don't rely on Uber and Lyft for regular daily commutes. Ride-hailing may even be more supportive of transit than competitive, at least in the biggest cities (smaller cities might be another question). At the very least, it doesn't seem to be siphoning a significant number of riders away. When Uber and Lyft left Austin, mass transit saw a very modest one percent bump in ridership, according to the transportation consultant Jarrett Walker.

Meanwhile, more and more cities—including the ones that are registering dips in transit—are offering different kinds of transportation options luring people out of single-passenger cars. Citibike's incredible success in New York City is one example. As Sharon Feigon, executive director of the Shared-Use Mobility Center, points out, declining transit numbers may not sound great, "but the question is really about how you define success."

Only three U.S. cities saw a greater than 1 percent increase in ridership between 2015 and 2016; the top two were Houston and Seattle, which have both undergone radical overhauls of their bus networks. Seattle also invested heavily in its rail network, as well as walking and biking infrastructure—and the metro will get more money for buses and trains with the recent passage of Sound Transit 3.

Little is certain in the murky realm of transit ridership interpretation, except perhaps one thing: If cities want to lure passengers onto trains and buses, paying attention to cracks in both types of networks, and investing to fix them, is a pretty sure bet.

About the Author

Laura Bliss

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Laura Bliss is a staff writer at CityLab, covering transportation, infrastructure, and the environment. Her work also appears in the *New York Times*, *The Atlantic*, *Los Angeles* magazine, *GOOD*, the *L.A. Review of Books*, and beyond.



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PowerPost

Trump backs off vow that private sector should help pay for infrastructure package

By **Tory Newmyer** and **Damian Paletta** September 26 at 10:48 PM

President Trump told lawmakers Tuesday that he was abandoning a key element of his planned \$1 trillion infrastructure package, complaining that certain partnerships between the private sector and federal government simply don't work.

Trump's comments, described by a House Democrat who met with Trump and confirmed by a White House official, reveal an infrastructure plan that appears to be up in the air as White House officials have struggled to decide how to finance many of the projects they envision to rebuild America's roads, bridges and tunnels.

Now the administration wants to force states and localities to foot most of the bill. The previous strategy — a push that has taken a back seat to other Republican priorities in Washington — was aimed at luring private investors with promises of federal backing. Some of that thinking appears to be changing.

The president acknowledged the new approach during a Tuesday meeting with Democrats from the House Ways and Means Committee, who came to the White House to discuss the administration's tax code rewrite set to be unveiled Wednesday,

During the meeting, Trump "emphatically rejected what everybody assumed was his position relative to financing infrastructure," said Rep. Brian Higgins (D-N.Y.), who attended and asked Trump about the proposal. "He dismissed it categorically and said it doesn't work."

A White House official said there are "legitimate questions" about a public-private approach to revamping the nation's infrastructure. The official said that although the administration has researched such approaches, "they are certainly not the silver bullet for all of our nation's infrastructure problems and we will continue to consider all viable options."

Trump campaigned on a pledge to lead a massive rebuilding effort that would rely on private-sector funding to overhaul the nation's crumbling infrastructure. His administration talked up the concept — in which private investors would underwrite projects in exchange for a share in future profits — in the budget it rolled out in May. “Working with states, local governments and private industry, we will ensure that these new federal funds are matched by significant additional dollars for maximum efficiency and accountability,” he said in a June speech on infrastructure.

But the effort has floundered as Republicans in Washington have turned to other priorities, including the drive to overhaul the Affordable Care Act — which met another defeat on Tuesday — and spearheading a tax code rewrite, which they have been working on for several months.

Some Democrats pronounced themselves eager to work with Trump on an infrastructure initiative, which could have meant a bipartisan breakthrough of sorts.

At the meeting Tuesday, Higgins said Trump indicated the administration instead would seek to pay for infrastructure upgrades through direct federal spending — either by paying for projects with new tax revenue or taking on debt.

Such an approach would probably limit the scope of the initiative to a fraction of what the president has described.

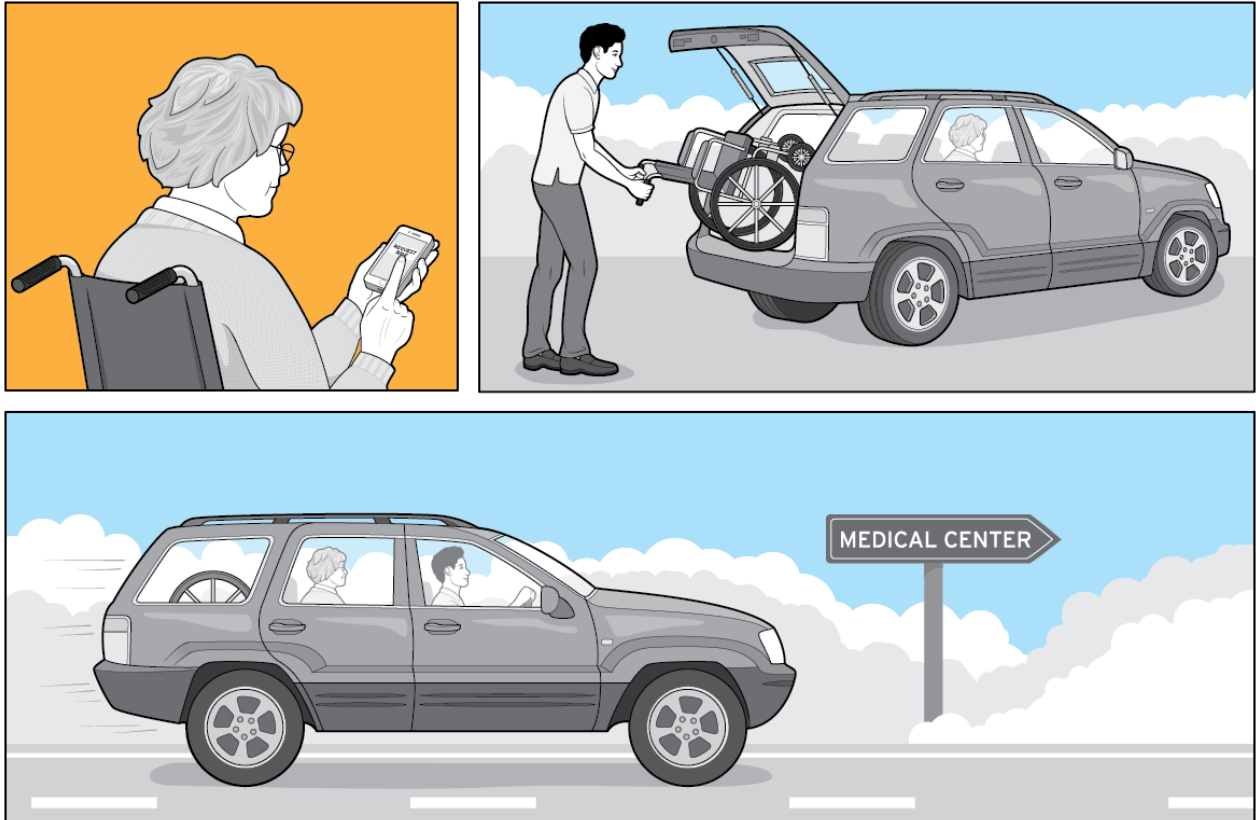
For example, Trump officials — and lawmakers from both parties — have discussed ways to get a magnified bang for each federal buck by extending loan guarantees and lines of credit to private builders. One popular idea has been forcing multinational corporations to bring home the approximately \$2 trillion in profits they have secured overseas at a discounted tax rate — and dedicating that revenue to infrastructure spending.

The tax plan Republicans will unveil Wednesday is expected to recommend a 10 percent tax on that stash, yielding \$200 billion in one-time revenue. Trump told lawmakers Tuesday, however, that the plan will not call for linking those collections to infrastructure, Higgins said.

The president, participants in that meeting said, pointed to his vice president's home state of Indiana to demonstrate that a public-private partnership on a federal level would not succeed. Originally, the administration had described a sweeping plan that would have seen only \$200 billion of the \$1 trillion goal come from federal coffers.

In 2014, for example, then-Gov. Mike Pence arranged a deal with Isolux Corsan, a Spanish construction firm, to extend a stretch of interstate in the southern part of Indiana. But the firm, despite offering the lowest bid, had never undertaken a road project in the United States and it quickly fell behind schedule. The state dissolved its partnership with the company in June and will now issue public debt to finish the approximately 40 percent that remains incomplete.

Indiana had a similarly messy experience with a 2006 deal in which it leased an old toll road to an Australian investment bank and another Spanish firm for \$3.8 billion, money it tapped for other road projects. The investment group took on too much debt at a time when the recession was keeping cars off the roads, and it filed for bankruptcy in 2015, the New York Times reported. Tolls on that road doubled this summer after the expiration of a subsidy that passed with the original lease.



Kate Francis for POLITICO

The Agenda

AGING IN AMERICA

Uber, but for Grandma

Rideshare startups tackle the senior-transport crisis, and test problem-solving the limits of tech.

By **TANYA SNYDER** | 09/27/2017 05:03 AM EDT

After experiencing two seizures while behind the wheel—first plowing her car into the side of a drugstore and then, less than a year later, into a stone wall—Connie Godby gave up driving for good late last year. Even when she can control her seizures, vestiges of a brain tumor she suffered more than a decade ago, the arthritis curling her left hand makes it hard to grip the wheel. She recently moved from Kentucky to the Maryland suburbs of Washington, D.C., to live with her daughter and son-in-law, busy professionals with two small children and scarce time to ferry her around. So she does it with an app. She is now one of a growing number of seniors using ride-hailing services like Uber and Lyft to get around.

A graying America is also an America that is gradually, reluctantly, sometimes painfully giving up its keys. Driving can be dangerous for people with slowed reflexes and cognitive functioning, but not driving can be dangerous too: A lack of independent mobility leads many seniors to miss medical appointments and can isolate them from the social support network that is clinically shown to prolong life. Unfortunately, the nation's transportation infrastructure relies heavily on cars. Faced with long rides on multiple trains and buses with unpredictable schedules, many seniors end up just staying home.

But today's seniors are also aging at a time of rapidly multiplying transportation options in the private sector, with ride-hailing companies like Uber and Lyft at the front of the pack. Those companies blossomed amid the millennial-oriented sharing economy, serving wired young urbanites accustomed to meeting all their needs via smartphone. For some seniors, they represent the same kind of lifeline—although they also pose some new challenges.

The companies themselves have recognized the business potential of tapping into America's rapidly growing senior population: Uber and Lyft are both busily building partnerships with senior care facilities and hospital centers. It's not always easy, though, and their struggles are a window into the challenges of delivering tech-based solutions to a population that grew up in a very different world.

Godby uses a walker that folds up easily, not a wheelchair, which requires an entirely different kind of vehicle. And she uses a smartphone, but she's in the minority—just 42 percent of Americans over 65 own a smartphone, compared with 77 percent of the general population.

To bridge that gap, some third parties, with names like GoGoGrandparent, have created hotlines seniors can call if they can't or don't want to use a smartphone to hail a ride—though they add a significant fee to the cost of each trip. Uber is sending representatives down to retirement homes in Florida to preach the gospel of ride-sharing to the senior set. All these are attempts to connect a useful mobility solution with a population that desperately needs one—but there's still much to figure out.

TRANSPORTATION MIGHT SOUND like a secondary issue for older Americans, compared with massive needs like health care, but it's almost as essential and gets far less public investment and policy attention. Getting around often represents the single biggest challenge of being old. Resource hotlines for elders report that transportation is the No. 1 reason people call—and often, they're desperately looking for a ride to the doctor the next day. Lack of transportation access is a primary reason older people move into assisted-living facilities, a life change many would prefer not to make.

Public transportation can sometimes be an option for seniors, but the great majority live in suburban areas that are poorly served by transit. Even for those lucky enough to have convenient public transportation options nearby, simply learning to navigate a transit system—including all its accessibility options—can be intimidating; so much so that some systems, like Washington, D.C.'s, WMATA, have started providing customized transit trainings for senior citizens and people with disabilities.

Paratransit—on-demand, door-to-door minibus services run by transit authorities to supplement fixed-route bus and rail lines—is limited, expensive to run and generally doesn't extend far beyond existing bus routes. Riders don't like paratransit much either, since rides usually need to be booked at least 24 hours in advance. Even just going through the process of getting approved to use the service can be an ordeal.

All of this is what makes private vehicles such an attractive option—and cities are taking notice. This doesn't always mean the newer ride-hailing companies: Last week, Washington, D.C., launched its “Abilities-Ride” service, which subsidizes taxi rides that people can use in place of paratransit. (The city chose the taxi companies over Uber and Lyft in part because of the better availability of wheelchair-accessible vehicles.) Arlington, Virginia's, Area Agency on Aging also chose taxi companies—not ride-hailing companies—for its voucher

program, selecting the companies it did because they had a track record of respectful customer service that went the extra mile for older customers, like helping people in and out of the car. Most importantly, though, they are willing to accept the vouchers, which don't include tips.

But popular ride-hailing app-based services Uber and Lyft want a piece of the action, too. Lyft has staff dedicated to health care partnerships, and Uber has people focused on "mobility," including access for the elderly and people with disabilities.

"On-demand transportation will really not just serve 18- to 25-year-olds who are out late at night," said Allison Wylie, an Uber employee who works to strengthen connections with the senior community. "It's something that can improve the lives of people who lose their keys."

Boston's Massachusetts Bay Transportation Authority is supplementing its paratransit program by using Uber and Lyft, which it subsidizes for qualified riders who don't need the full assistance that paratransit provides. Riders who need help getting to or into the vehicle, or who use a wheelchair, are advised to stick with paratransit.

Those limitations illustrate the growing pains the ride-hailing companies are experiencing as they seek to serve a population with more complicated needs than the nimble young urbanites they'd grown accustomed to dealing with. Both companies provide wheelchair-accessible vehicles, but only in a very limited number of markets—and even those markets often have far too few vehicles. Uber, for its part, launched an UberAssist option in 2015 for people who need additional help, where specially trained drivers can help passengers in and out of vehicles, but it's still operating at a small scale.

Lyft is working on ways for seniors without smartphones to use the service, but for now, the most widely available option is available only on the large-font, simple-screen Jitterbug phone target-marketed to the elderly. Riders press "o" on the phone to talk to an operator, who then orders the Lyft. The company clearly sees this as a growth area: It built a new platform, called Concierge, that allows the operators to request rides for others, and it has also brought the Concierge service to senior care centers and hospitals, making it easier for those facilities to request a ride on behalf of their clients. Similarly, Uber noticed that a lot of people were requesting pickups for a location other than their own—indicating that they were for someone else, often a parent or grandparent—and smoothed that process, a new feature it internally calls "UberBounce." But neither of those are a full solution for app-averse seniors.

AFFORDABILITY IS ANOTHER barrier. Seniors often don't have much discretionary income, and paratransit is heavily subsidized. Ride-hailing services are often cheaper than taxis, but the costs still add up, limiting mobility in a different way.

Some medical facilities and health insurers have started trying to pick up the burden themselves. Older patients miss subspecialty doctor appointments as much as 30 percent of the time, according to AARP, which can lead to costly emergency-room visits and ambulance rides. Some health care companies believe that driving down those no-show rates is worth the cost of an Uber ride. Hospitals in New York City and the Washington, D.C., metro area have started facilitating ride-booking to non-emergency medical appointments, with Medicaid and other insurance plans sometimes picking up the tab. BlueCross BlueShield has identified “transportation deserts” where medical care is hard to access without a car and are offering patients in those areas free access to Lyft as a way to reduce the number of missed appointments.

The trend has been aided by a recent ruling by the Department of Health and Human Services that it's not a “kickback” for hospitals to pay for patients' transportation, which could dramatically increase the medical sector's participation in paying for on-demand rides.

In a more ambitious experiment, AARP Foundation just announced a new pilot program with UnitedHealthcare, Lyft and the University of Southern California to give free, unrestricted rides to people at high risk of missing a medical appointment. Participants will get three months of free rides for any purpose—not just medical—and their physical activity will be tracked on a FitBit. It amounts to a bet that increasing mobility will have positive effects beyond just making the appointment. Similar pilot programs are being considered for Chicago and Atlanta next year, but as of now it's just a tiny test group.

Uber has suffered a slew of PR disasters, including the devastating #DeleteUber campaign, giving the company an extra incentive to show some compassion by providing services to a more challenging population. But it's not all charity: It sees expanding the service to serve seniors, a rapidly growing slice of the population, as a good business investment.

Is it sustainable? That's not clear yet; as big as they are, Uber and Lyft are still money-losing startups that compete with taxis by keeping their rates artificially low. For riders, those rates are a big part of the draw. The times she's had trouble with the apps and ended up taking a taxi, Godby says she was floored by the high prices. And she finds that Uber and Lyft drivers almost always jump out to help her when they see her standing in front of the house with a walker. "I'm not the bravest when it comes to making a change," Godby said. "I don't want many apps. But it works."