



Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

July 9, 2018

****UPDATED TIME** 2:30 P.M.**

651 Pine Street, Room 101, Martinez

Supervisor Karen Mitchoff, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:

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

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 April 9, 2018, 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. **ACCEPT report from the Public Works Department providing an update on the status of the Contra Costa County Green Infrastructure Plan Update.** (John Steere, Department of Public Works)
6. **RECEIVE staff report and RECOMMEND that the Board of Supervisors approve the submission of grant applications to the State Department of Transportation and the Metropolitan Transportation Commission under the Active Transportation Program.** (Mary Halle, Department of Public Works)
7. **RECEIVE update on Contra Costa County Safety Action Plan/Complete Streets implementation, DIRECT staff as appropriate.** (Jamar Stamps, Department of Conservation and Development)

8. **RECEIVE report on Dockless Bikeshare in Contra Costa County, DISCUSS options, and DIRECT staff as appropriate.** (Robert Sarmiento, Department of Conservation and Development)
9. **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)
10. **RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development)
11. ****PLEASE NOTE CHANGE IN REGULAR MEETING TIME AND DATE****
The next meeting is currently scheduled for Monday, August 20, at 2:00 p.m.
12. Adjourn

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

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 96 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

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

For Additional Information Contact:

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

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

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
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: 07/09/2018
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: 07/09/2018

Subject: REVIEW record of meeting for April 9, 2018, 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 April 9, 2018, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

04-09-18 TWIC Minutes

04-09-18 TWIC Sign-In



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

April 9, 2018

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Karen Mitchoff, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:

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

Present: Karen Mitchoff, Chair
Candace Andersen, Vice Chair

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 March 12, 2018, Committee Meeting with any necessary corrections.

The Committee unanimously approved the meeting record.

5. Staff recommends approval of the attached Record of Action for the December 11, 2017, Committee Meeting with any necessary corrections.

The Committee unanimously approved the meeting record.

6. CONSIDER the report, provide COMMENT and DIRECT staff as appropriate including 1) bringing the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan to the full Board of Supervisors for approval, and 2) pursue funding opportunities for implementation, as directed by the Committee.

The Committee unanimously approved the staff recommendation further directing staff to bring the report to the full Board of Supervisors as a presentation item.

7. 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.

8. 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, and direct staff to proceed with submitting the Fiscal Year 2018/2019 list of projects to the California Transportation Commission prior to the May 1, 2018 submittal deadline for approval.

The Committee unanimously approved the report further directing staff to 1) bring it to the full Board of Supervisors on consent, 2) incorporate various minor revisions to the report, 3) bring a presentation/report to the BOS at their September 25th meeting documenting the projects and progress made possible by gas tax revenues, and 4) tag the Supervisors in social media posting about construction projects.

9. RECEIVE information and DIRECT staff as appropriate.

The Committee received Committee communication and news.

10. The next meeting is currently scheduled for May 14, 2018, 9:00 A.M.

11. Adjourn

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

John Cunningham, Committee Staff

Transportation, Water and Infrastructure Committee Meeting

April 16, 2018

SIGN-IN SHEET

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

Name	Representing	Phone	EMAIL
John Cunningham	CC County/DOD-TWIC	674-7833	
TERRY FARM	CC PWD	313-2226	
STEVE KOWALOWSKI	CC PWD	313-2225	
NANCY WERN	CC PWD	313-2275	
BRIAN BARBAD	CC PWD	313-2284	
Jody Lander	DOD	674-7871	
Anna Nichols	BOS District 3	252-4500	
Scenic Stamps	DOD	674-7832	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 07/09/2018

Subject: ACCEPT report from the Public Works Department providing an update on the status of the Contra Costa County Green Infrastructure Plan Update.

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

Department: Public Works

Referral No.: 5

Referral Name: Review projects, plans, and legislative matters that may affect the health of the San Francisco Bay, including flood control, water governance, water storage, water quality, supply and reliability.

Presenter: John Steere, Public Works Department **Contact:** John Steere
(925)313-2281

Referral History:

The Countywide Green Infrastructure Work Plan was brought before the TWIC for its review in October 2016. The Work Plan was approved by the BOS on June 13, 2017.

Referral Update:

The Countywide Green Infrastructure Plan (GI Plan) is a section of the Municipal Regional Permit (MRP) that requires the County to develop and implement a long-term plan to incorporate low impact development (LID) measures to treat stormwater on both public and private lands. It targets streets and roads, parking lots, roofs, and other hardscape elements. The focus of the County's GI Plan is the integration of stormwater treatment into County-owned buildings, parking lots, and road rights-of-way. Its purpose is to provide a blueprint for how the County intends to gradually transform its urban landscape and storm drainage systems to treat polluted stormwater by allowing it to flow through stormwater treatment facilities (i.e., bioswales and bioretention basins) that remove many of the urban pollutants, before they enter the storm drain system.

The GI Plan will primarily be based on the Contra Costa County Stormwater Resources Plan (SWRP), whose public draft shall be issued later this summer. The relationship of these two documents is illustrated in *Attachment 1*. The SWRP is developing a comprehensive set of watershed and water quality goals/objectives, a preliminary evaluation framework for the GI Plan and GI project priorities, and a preliminary list of potential stormwater management projects. The SWRP is intended to facilitate development and implementation of stormwater management projects for the County that will provide multiple benefits to improve water quality, reduce localized flooding, increase water supplies for beneficial uses, and enhance the environment and the community. The projects identified in the SWRP will be further refined and prioritized

through the GI Plan for projects that best fulfill one or more of four categories:

1. Treatment of both public and private land in unincorporated County contaminated with PCBs, Mercury, and other identified pollutants that are regulated by a Federal Total Maximum Daily Loads program (TMDLs);
2. County-owned properties in both unincorporated County and cities that had industrial land uses prior to 1980 (referred to as “Old Industrial” in the MRP);
3. County-owned properties in both unincorporated County and cities that had urban land uses prior to 1980 (Old Urban); and
4. County roads in the unincorporated area that have adjacent urban land uses developed prior to 1980, which are referred to as “Old Urban” in the MRP.

In addition, projects will be vetted for other “multiple benefits.” These include: restoration of wetlands and wildlife habitat; reduction of flooding risk; and connections to trails, safe-routes-to-schools, and recreational features. Green infrastructure for new and redevelopment of private lands is being addressed through a different process than the GI Plan. The tasks and timelines for GI planning are shown in *Attachment 2*.

The County Watershed Program has an on-call contract with Geosyntec, who is currently working with the Contra Costa Clean Water Program to develop the SWRP. Geosyntec’s preparation of the SWRP will allow for an efficient transition from the SWRP to the Countywide GI Plan and will streamline its planning process.

Community engagement and outreach toward the preparation of the GI Plan was initiated last year, as part of the development of the SWRP. It will continue later this summer and fall. Interdepartmental coordination for identifying and pursuing GI projects in the County is already underway. The Draft GI Plan will be prepared in late winter 2019. The final Contra Costa County GI Plan will be submitted to the Regional Water Quality Control Board as part of its MRP annual report in September 2019.

Recommendation(s)/Next Step(s):

ACCEPT report from the Public Works Department providing an update on the status of the Contra Costa County Green Infrastructure Plan Update.

Fiscal Impact (if any):

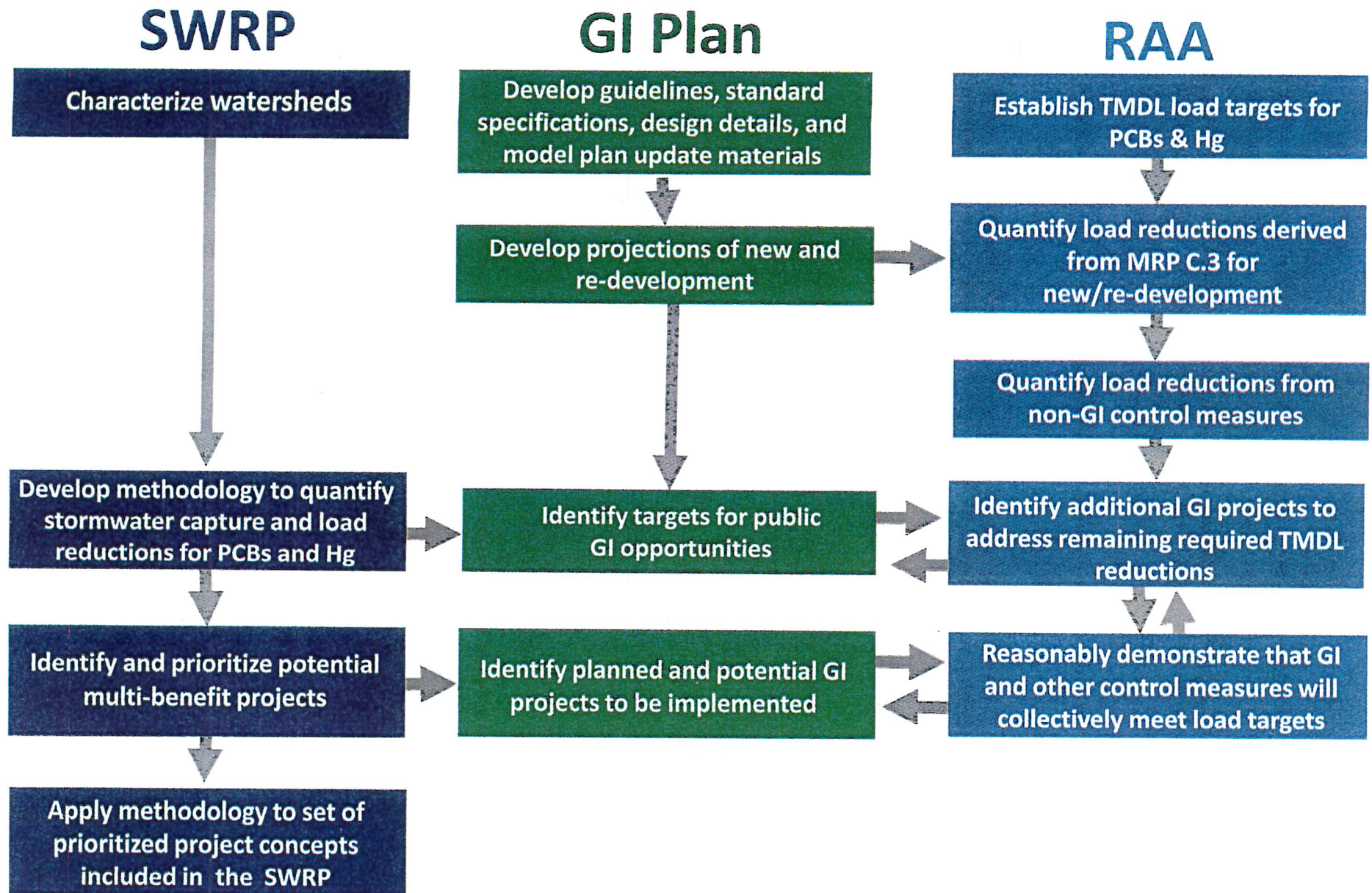
The preparation of the GI Plan is estimated to cost \$150,000, and will be funded through the County’s Stormwater Utility Fees.

Attachments

Attachment 1

Attachment 2

ATTACHMENT 1



Tasks and Timelines for Green Infrastructure Planning

Element	Products or Outcomes and CCCWP Support	Tasks		
		Preparation Phase Framework Now through June 2017	Planning Phase Green Infrastructure Plan July 2017 to June 2019	Implementation 2019 onward
Policies adopted by the governing body, or management, as appropriate.				
	One or more resolutions or ordinances giving direction and authority to implement the actions detailed in the Plan. <i>CCCWP's Development Committee will assist with model resolutions and/or ordinances.</i>	Prepare and adopt a framework, including budget and staff assignments to create the Plan.	Adopt the Plan, along with any other budget, direction, or authority required for implementation.	
	Updates to existing planning documents, plus a plan to update any additional planning documents that are not due for revision until after 2019.	In the framework, list the planning documents to be updated and a rough schedule.	Summarize updates to planning documents and describe updates to documents not yet due for revision.	Update additional planning documents as they are revised.
Processes for integrating Green Infrastructure into municipal capital projects, and for planning and tracking public and private Green Infrastructure projects.				
	A detailed process for reviewing public infrastructure projects (that is, projects in the capital improvement program) and identifying green infrastructure potential. <i>See the May 2016 BASMAA Guidance.</i>	This process should be ongoing since FY 2015-2016. In the Framework, reference the BASMAA guidance, and add agency-specific details.	Document the process in the Plan.	Ongoing review of public infrastructure projects, and implementation of GI where feasible.
	An agency-specific process for identifying additional Green Infrastructure opportunities, evaluating their potential, initiating projects, and seeking funding.	In the Framework, describe the task and timeline for creating this process.	Develop the process, including budget, staff assignments, and internal organization, and include in the Plan.	Ongoing efforts to identify, evaluate, fund, and implement Green Infrastructure projects.
	References to design guidance, design details, and sizing requirements. <i>Examples of guidance and details, and analysis of sizing requirements, to be provided countywide/regionally.</i>	In the Framework, describe the task and timeline for incorporating references into the Plan.	Reference, and perhaps excerpt, design guidance, design details, and sizing requirements in the Plan	Use the guidance, details, and sizing requirements for Green Infrastructure projects.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 07/09/2018
Subject: APPROVE the submission of grant applications to the State Department of Transportation and the Metropolitan Transportation Commission.
Submitted For: Brian M. Balbas, Public Works Director/Chief Engineer
Department: Public Works
Referral No.: 2
Referral Name: Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.
Presenter: Mary Halle, Public Works Department **Contact:** Mary Halle
(925)313-2327

Referral History:

The committee authorized submittal of applications to the State Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC) for the Active Transportation Program (ATP) in 2014, 2015, and 2017 for Cycles 1, 2, and 3, respectively. Similar to past years, the Public Works Department (PWD) provides the following staff report with recommendations for candidate projects to compete for both Statewide and Regional funding awards. Staff requests that the committee recommend that the Board authorize submittal of grant applications for these projects.

Referral Update:

The call for projects for ATP was released on May 16, 2018, for Cycle 4 funding with applications due on July 31, 2018. The ATP program represents a consolidation of programs including Safe Route 2 School, Bicycle Transportation Account, Transportation Alternatives Program, and several other programs. This cycle is expected to include approximately \$438M in ATP funding, which comprises Federal, State Senate Bill 1, and State Highway Account funding.

Cycle 1 of this program was highly competitive with 771 applications submitted statewide with less than 20% awarded funding. The County was awarded \$800,000 in Cycle 1 funds. Cycle 2 was competitive with over 600 applications. Approximately 20% of the applications in Cycle 2 were awarded funding with the County receiving \$4,700,000 in Cycle 2 funds. Cycle 3 had 447 submitted applications with the County receiving \$3,917,000 in Cycle 3 funds.

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

- Increase proportion of trips accomplished through walking and biking;
- Increase safety and mobility for non-motorized users;
- Advance active transportation efforts to achieve green-house gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009);
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, project eligible for Safe Routes to School Program funding;
- Ensure that disadvantage communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Competitive projects must also demonstrate the ability to deliver the project within the required time constraints and must provide the California Conservation Corps with an opportunity to partner on the project during the construction phase.

RECOMMENDED CANDIDATE PROJECTS:

Staff recommends the following candidate projects be submitted for ATP funding consideration. These projects are recommended based upon their competitiveness, project readiness, available funding source to provide the local match, and staff availability to complete each application. A description of each project is included below.

Appian Way Complete Streets – El Sobrante

Staff has worked with the El Sobrante community and City of Pinole staff on planning studies for Appian Way over the past six years. Staff has developed the complete streets concept for Appian Way that was first identified in a study conducted by the Contra Costa Transportation Authority (CCTA) in collaboration with the County and the City of Pinole. This study was approved by the Board in December 2013, which included adoption of the Complete Streets Alternative as the preferred alternative. This planning study was an initial step towards implementation of the El Sobrante General Plan Amendment. Preliminary layouts have been prepared to identify the scope and location of proposed bicycle and pedestrian improvements on Appian Way. The plans were presented at two public workshops and to the El Sobrante Municipal Advisory Council. During the most recent workshop, community members identified a priority for improvements at the intersection of Appian Way at Valley View Road as well as the segment of Appian Way from Valley View Road to San Pablo Dam Road.

The planning efforts have included the full extent of Appian Way from San Pablo Dam Road to the City of Pinole; however, this grant application is focused on improvements at the Appian Way and Valley View Road intersection to remain competitive with other grant applications. The project includes installation of a roundabout at the intersection of Appian Way and Valley View Road, which includes pedestrian crossings with refuge islands, sidewalks, and striping for bicycle lanes. Improvements at this intersection were determined to be the highest priority identified by the community. This project is located adjacent to a Priority Development Area. Staff will continue to work with the El Sobrante Municipal Advisory Council in moving these efforts forward.

Bailey Road Bicycle and Pedestrian Improvements – Bay Point

The goal of the Bailey Road Bicycle and Pedestrian Improvement Project is to improve the pedestrian and bicycle environment along Bailey Road in Bay Point in accordance with the 2010 Bailey Road Pedestrian and Bicycle Improvement Plan (Plan). The Plan provides design

concepts that fulfill the community's desire for Bailey Road to be safer and more walkable, bikeable, and transit-oriented. The Plan is the result of numerous meetings and community discussions. Various stakeholders were involved with the creation of the Plan, including the Bay Point Municipal Advisory Council, Contra Costa County, City of Pittsburg, Caltrans, East Bay Regional Park District (EBRPD), Tri-Delta Transit, BART, and other concerned individuals.

This project proposes to narrow the four travel lanes and median to accommodate Class II bicycle lanes and expanded sidewalks with a buffer zone for enhanced pedestrian safety. Americans with Disabilities Act (ADA)-compliant curb ramps, expanded sidewalks, crosswalk enhancements, and Class II bicycle lanes will improve accessibility for all modes of active transportation.

This project is preceded by three complementary projects. The completed Delta-De Anza Trail Gap Closure/Crossing Signalization project installed signalized improvements at the Bailey Road crossing to provide a safer crossing for pedestrians and bicyclists. The pending Bay Point Utility Undergrounding project will begin in 2018 which will include relocation of utilities and removes joint poles that are barriers to mobility. The State Route 4 and Bailey Road Interchange project, located immediately south of this project and funded through a previous ATP cycle, will begin construction in 2019 and will install ADA pedestrian access, Class II bicycle lanes, and remove an off ramp to reduce conflict points for bicyclists or pedestrians.

Market Avenue Complete Streets – North Richmond

The Market Avenue Complete Streets project is located along Market Avenue between Fred Jackson Way and 7th Street. Market Avenue is a minor arterial commonly utilized to travel between residences, community facilities, Verde Elementary school, and the neighboring City of San Pablo. The existing condition of Market Avenue includes wide travel lanes, substandard sidewalk conditions, and substandard curb ramps. The overall purpose of the project is to increase accessibility and support safer routes for users of active transportation.

The proposed project includes construction of ADA-compliant curb ramps, bulb-outs, sidewalk widening, and possible restriping of the roadway to narrow travel lanes for the installation of Class II bicycle lanes. The ADA-compliant curb ramps and sidewalk widening will improve accessibility for people with disabilities. The bulb-outs will reduce the crosswalk travel distance at the intersection of Market Avenue and Giaranita Street, where students typically cross on their commute to Verde Elementary School. The addition of bicycle lanes is intended to improve the safety of bicyclists and encourage the use of active transportation.

The improvements to Market Avenue will connect to nearby similar improvement projects. Wider sidewalks and buffered Class II bicycle lanes are planned for Fred Jackson Way between Grove Avenue and Pittsburg Avenue. Wider sidewalks have already been constructed on both sides of Giaranita Street, from Market Avenue to Verde Elementary School and on Market Avenue, from 7th Street to 300 feet past Soto Street. The Market Avenue Complete Streets project will connect to these adjacent improvement projects to establish a multi-modal corridor for the local community. This project is anticipated to be competitive for funding due to the location within a Community of Concern and a Priority Development Area.

San Miguel Drive Complete Streets – Walnut Creek

Over the past several years, County staff has been working with residents in the South Walnut Creek area in response to their request for a safe place to walk. The San Miguel Drive Complete Streets Project is a partner application with the City of Walnut Creek to construct pedestrian and

bicycle improvements on San Miguel Drive to connect residents in the unincorporated area to Walnut Creek's Broadway Plaza, Las Lomas High School, Murwood Elementary School, transit, Iron Horse Trail, and healthcare offices. This project is not located within a disadvantaged community but scores well in all other aspects related to the potential mode shift from vehicles to active modes. The project also is competitive with respect to a high level of community participation. The City of Walnut Creek presented the project to their Transportation Commission on May 19, 2016, and received authorization to move forward with the joint grant application.

The project limits extend on San Miguel Drive from Andrea Court, within the City of Walnut Creek, to Adeline Drive, which is within the unincorporated area. Approximately 850 linear feet of the project is within the City of Walnut Creek and 1150 linear feet of the project is within unincorporated Contra Costa County. Local match funds for the unincorporated portion of the project will be provided through the Central County Area of Benefit Fund.

San Pablo Avenue Complete Streets – Rodeo/Crockett

The San Pablo Avenue corridor between Rodeo and Crockett has been recognized in numerous prior planning documents as a key route and targeted for multi-modal improvements. The County's 2005 General Plan designates this portion of the corridor as a Scenic Route, given its surrounding landscape and views of San Pablo Bay, the Carquinez Strait, and the Briones Hills. The 2009 Countywide Bicycle and Pedestrian Plan proposes a Class II bicycle facility on this portion of San Pablo Avenue and noted that this facility is part of the county's larger bicycle and pedestrian network. The West Contra Costa Transportation Advisory Committee 2014 Action Plan designated the San Pablo Avenue corridor as a Route of Regional Significance, which signifies that multi-modal transportation service objectives must be met.

In 2014, a feasibility study was commissioned by the County through a Priority Development Area planning grant from MTC and CCTA for the this segment of San Pablo Avenue to identify a preferred complete street alternative and set of improvements for the roadway. The study incorporated a series of technical studies, field work, public outreach, and engineering analysis, which provided the basis for the recommended alternative. A shared use path with a road diet was determined as this recommended alternative. On June 5, 2018, the Board of Supervisors approved the feasibility report for the San Pablo Avenue Complete Streets Study and authorized the Public Works Director to seek funding.

The proposed project will provide a shared bicycle and pedestrian path on the northern side of the roadway that will be separated from the travel lanes by a physical barrier. The four travel lanes will be reduced to one travel lane in each direction with center left-turn lanes, dedicated left-turn pockets, and truck climbing lanes provided for much of the corridor. This project will close a 3-mile gap along the Bay Trail, which is a 29-mile connection between Vallejo and Oakland and is longest gap closure of the 14 active projects along the Bay Trail.

Treat Boulevard/I-680 Overcrossing – Walnut Creek (Contra Costa Centre)

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

BART station area from areas west of the freeway. On May 1, 2018, the Board of Supervisors approved the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan and preferred project concept.

The proposed project will provide buffered (where applicable) and unbuffered bicycle lanes, a shared use bicycle and pedestrian path, and geometric modifications to Oak Road/Treat Boulevard intersection and the I-680 off-ramp onto Treat Boulevard, which will improve pedestrian and bicycle crossings.

PROJECTS CONSIDERED:

All of the projects considered were preliminarily assessed by staff using the scoring rubric established by Caltrans. Scoring will be dependent on the project category for which each application pertains— infrastructure projects, non-infrastructure projects, combined infrastructure/non-infrastructure projects, and plans. The scoring topics considered the following:

- Benefit to disadvantaged communities
- Project need within communities
- Reduction of rate of injury
- Demonstration of public participation
- Scope/implementation
- Proper use of context-sensitive infrastructure
- Use and consideration of innovative project elements
- Leveraging of local funds
- Transformative projects
- Evaluation and sustainability
- Cost effectiveness

All of the recommended projects have been developed through planning efforts over the past 4-10 years. The recommended candidate projects listed above were determined to be the most competitive as well as able to meet the project delivery schedule given readiness of the project, available staffing, and ability to provide the local match funds.

The following projects listed below will be further developed and considered for future cycles of ATP or other upcoming grant programs related to active modes of transportation. These projects were determined to not be highly competitive at this time.

Olympic Boulevard Corridor Connection Environmental Study – Walnut Creek/Saranap

The County has been working with the cities of Walnut Creek and Lafayette over past years to develop a trail connection concept plan to join two regional trails: Iron Horse Trail and the Lafayette/Moraga Trail. With the assistance of a consultant, several workshops have been conducted and a formal review process completed. This project is ready to move forward into the environmental studies phase. This planning study was considered as an ATP candidate for this current cycle; however, planning studies through ATP are primarily awarded to projects within disadvantaged communities. Based upon the scoring rubric for planning studies, staff determined that this study would not be competitive. Olympic Corridor environmental studies will be considered for future planning grant programs. In the interim, staff will continue to establish a partnership and action plan with the City of Walnut Creek as bicycle enthusiasts have indicated that the areas of greatest concern within the corridor are located within the City limits.

Marsh Creek Road Bicycle Trail Planning Study – Clayton/Brentwood Areas

The proposed project includes a planning study to determine alignment options, cost estimates, and overall project feasibility to provide a bicycle alternative parallel to Marsh Creek Road between the cities of Brentwood and Clayton. Feasibility studies for this project are currently underway which will help formulate a preferred alignment. These current efforts will make the project ready for future grant funding that can focus on the environmental study phase of the project. Staff will consider these planning and environmental studies for future grant opportunities.

Iron Horse Trail Bike Express – Central County

A feasibility study is currently underway for the Iron Horse Active Transportation Corridor, which will explore opportunities and constraints to further develop active transportation features within the Iron Horse Corridor. The scope of the study will include the entire 18.5 miles of the corridor within Contra Costa County. This study will be developed collaboratively and includes many stakeholders such as cities (Concord, Pleasant Hill, Danville, Walnut Creek, San Ramon), EBRPD, CCTA, utility companies, and advocacy organizations. The study will include an extensive public outreach component, existing conditions analysis, transportation analysis, and alternatives analysis. A consultant has been selected to assist with the study, and the consultant services agreement will be going to the Board of Supervisors on July 10 for approval. Upon completion of this study, the County will be better prepared to submit future grant applications in future cycles for the transportation elements recommended as a result of this study.

Boulevard Way Complete Streets – Walnut Creek/Saranap

County staff has identified Boulevard Way between Mt Diablo Boulevard and Saranap Avenue as a candidate for infrastructure improvements to serve bicyclists and pedestrians. The roadway configuration of this segment is two lanes of travel in each direction with no bicycle infrastructure and a discontinuous pedestrian path along the southern end. Construction of this project would allow active transportation users another alternative to access downtown Walnut Creek in place of Olympic Boulevard. An application was not submitted during this cycle because efforts thus far are preliminary and further scoping and community outreach must be conducted before moving forward.

NEXT STEPS:

If authorized to proceed, staff will submit the recommended projects to the State and MTC for potential funding.

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

Recommendation(s)/Next Step(s):

RECEIVE staff report and RECOMMEND that the Board of Supervisors approve the submission of grant applications to the State Department of Transportation and the Metropolitan Transportation Commission under the Active Transportation Program.

Fiscal Impact (if any):

The ATP program does not require a local match for funding; however, one of the scoring categories is based upon leverage of local funds. In order to be competitive, the County should consider pledging local funds in the range of 10-15%, using Area of Benefit Funds when applicable. During preparation of the grant application, staff will determine the appropriate local match that can be financially supported by the road fund account to create a competitive application package. In the event that a candidate project is awarded ATP funds through Cycle 4 and Senate Bill 1 is repealed, the County may not be able to accept the grant award as we may not be able to satisfy the pledge to leverage local dollars.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 07/09/2018

Subject: RECEIVE update on the Contra Costa County Safety Action Plan,
DIRECT staff as appropriate.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 12

Referral Name: Monitor the implementation of the County Complete Streets Policy.

Presenter: Jamar Stamps, DCD - AICP, Senior
Planner

Contact: Jamar Stamps
(925)674-7832

Referral History:

7/12/2016: The Board of Supervisors adopted a Complete Streets Resolution & Policy. The resolution included implementation obligations. Oversight of implementation was subsequently referred to the Transportation, Water, and Infrastructure Committee.

10/09/2017: As staff proceeded with implementation efforts, a report, "RECEIVE Update and DIRECT staff as appropriate regarding Complete Streets/"Vision Zero" Implementation" was brought to TWIC.

Staff provided an update to the TWIC on the County's Complete Streets Policy, the Board-directed "Vision Zero" concept, and Automated Speed Enforcement ("ASE") implementation and assist in developing a Vision Zero (or similar) plan.

Referral Update:

In May 2018, County staff (DCD and PWD) retained Fehr & Peers to provide transportation engineering services to analyze transportation safety-related topics in the unincorporated County. Development of the Plan is approximately 1/3 complete.

Fehr & Peers is working with staff to build a collision database (locating severe and fatal collisions on the unincorporated area's roadway network and identifying their contributing factors). This information will form what is known as the "High Injury Network" which illustrates where the highest frequency of severe and fatal collisions are occurring. Further analysis of this data will help create "Collision Profiles" which indicate common collision characteristics and contextual variables (e.g. user behavior, collision type, roadway facility characteristics, etc.).

A Technical Advisory Committee ("TAC") has been assembled with staff-level representatives

from various County departments and non-government organizations, including County Health Services, Highway Patrol, Bike East Bay, 511 Contra Costa, and the Contra Costa Transportation Authority. The TAC will convene for the first time in July to discuss the aforementioned data and begin to consider priority project locations on the High Injury Network. After identifying priority locations, the TAC will begin to consider safety countermeasures intended to help reduce and possibly eliminate severe and fatal collisions. Following that, County staff will return to the TWIC to present the Implementation Strategy and receive feedback.

County staff is also seeking direction from the TWIC on finalizing the program branding, currently referred to as a “Safety Action Plan.” Most similar programs use the title “Vision Zero,” “Toward Zero Deaths” or some variation of the two. The distinction with the latter titles is the stated goal (usually by resolution); bringing severe and fatal traffic collisions to zero by a time certain (e.g. zero deaths on roadways by the year 2030). Fehr & Peers will provide further information on both branding options for the Committee’s consideration.

Recommendation(s)/Next Step(s):

RECEIVE update on Contra Costa County Safety Action Plan/Complete Streets implementation, DIRECT staff as appropriate.

Fiscal Impact (if any):

None to the General Fund. Staff time for recommended activities is covered under existing budgets (50% Road Fund and 50% Measure J Fund).

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 07/09/2018
Subject: RECEIVE report on Dockless Bikeshare in Contra Costa County, DISCUSS options, and DIRECT staff as appropriate.
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: 22
Referral Name: Monitor issues related to docked and dockless bike share programs
Presenter: Robert Sarmiento, DCD **Contact:** Robert Sarmiento (925)674-7822

Referral History:

In late 2017, several bikeshare companies launched dockless* operations throughout the United States. In early 2018, the Shadelands business center (“Shadelands”), located in Walnut Creek, initiated a pilot program with a dockless bikeshare vendor (LimeBike). Shortly thereafter several cities in Contra Costa entered in to agreements with LimeBike and their equipment began appearing at the Contra Costa Centre and on the Iron Horse Trail.

Unlike the Cities, LimeBike did not approach the County with the purpose of establishing an agreement prior to operations in the unincorporated area. Conversations with LimeBike staff seemed to indicate there is confusion relative to the difference between incorporated cities and unincorporated county areas.

At the March 2018 meeting TWIC received a report on ‘abandoned’ and misplaced bicycles at the Contra Costa Centre and directed staff to develop dockless bikeshare policies and agreements, in consultation with dockless bikeshare companies and accommodating their business model, where appropriate.

* There are two predominant types of bike share systems, docked and dockless. As the names imply, docked bikes need to be both rented and returned to specific stations (“docks”). Dockless bike are rented and tracked via GPS and wireless technology and can be rented and left at virtually any location.

Referral Update:

Staff submitted a memo to County Counsel to soliciting their opinion and input on:

- The use of public right of way (PROW) for dockless bike operations
- A draft County dockless bikeshare agreement template
- General feedback given this unprecedented use of the PROW

Planning Staff has also been reviewing other jurisdictions' policies, agreements, and reports; industry studies; and newspaper articles related to dockless bikeshare to extract best practices. Staff continues to reach out to local jurisdictions that have implemented or are in the process of implementing a dockless bikesharing program to solicit feedback on their efforts.

Staff from County Counsel, Public Works, and Conservation and Development have met internally and will be present at the July TWIC meeting. Staff intends on discussing options with the Committee and developing some options for proceeding.

Recommendation(s)/Next Step(s):

RECEIVE report, DISCUSS options, and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 07/09/2018
Subject: CONSIDER report on Local, State, and Federal Transportation Related Issues: Legislation, Studies, Miscellaneous Updates, 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 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 four sections, 1: LOCAL, 2: REGIONAL, 3: STATE, and 4: FEDERAL.

The standing TWIC grant tracking list is also attached to this report. Specific grant recommendations from staff will be brought as a standalone item(s).

1. LOCAL

1.1: Accessible Transportation Strategic (ATS) Plan:

Background: With assistance from Contra Costa County staff, the Contra Costa Transportation Authority (CCTA) submitted a grant to Caltrans under the Sustainable Transportation Planning Grant program in February 2017. This is the second jointly prepared grant under this program submitted by CCTA and the County. The first was denied in 2017, this second application (for \$340,000) was successful. CCTA and County staff have initiated the administrative process to begin study including finalizing a scope of work, establishing a proposed oversight structure, developing a memorandum of understanding with study participants, etc.

Update: CCTA and County staff presented the ATS Plan to the CCTA Citizen's Advisory Committee (CAC) on June 27th. The presentation is attached. The CAC thanked staff for the presentation and expressed: 1) concern for the complexity of the issue considering the number and diversity of interested parties, and 2) their own experiences which confirmed the need for the study.

The CCTA Planning Committee and full Board will be asked to approve the Caltrans Agreement and related documentation in July. Staff will bring a presentation on the ATS Plan to the full CCTA Board in July.

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

2. REGIONAL

No Regional report this month.

3. STATE

3.1: Legislative Report

The July State Legislative Report from the County's advocate, Mark Watts, is attached. Mr. Watts is unable to attend the July meeting due to a schedule conflict. The report covers the following issues:

- Status: Proposition 69 and SB1 Repeal
- Proposition 68: Parks, Environment, and Water Bond
- New Tax Supermajority Effort
- State Budget
- Iron Horse Corridor update

Note from County Staff: Please see attached memo 6-29-18 memo from the California Secretary of State to County Clerks/Registrars: re: General Election: Proposition Numbering. The SB1 Repeal will be presented as follows:

Proposition 6

Eliminates Recently Enacted Road Repair and Transportation Funding by Repealing Revenues Dedicated for Those Purposes. Requires

3.2 Joint California Air Resources Board and California Transportation Commission Meeting

Mark Watts provided the following report on this "historic" meeting. See attached Streetsblog article regarding the same event, "*Californians Must Drive Less, Says ARB at Historic First Joint Meeting with CTC*".

Mark Watts Report

I monitored the Joint CTC/ARB meeting that was conducted yesterday.

I would characterize the actual interaction at this first joint session of the two agencies as one of getting to know one another, as a step towards fostering future collaboration.

Several times it was noted that there are cultural differences between them that they need to better understand: i.e., ARB is a regulatory agency while the CTC is essentially a project programming and funding entity.

I did pull the presentation URLs from ARB's website in case you wanted to see a bit more of their respective views:

Joint CTC/ARB - AB 179 meeting, June 27th Presentations:

Session #1 - CARB and CTC Overview and Priorities

CARB: https://www.arb.ca.gov/board/books/2018/062718/carbeopres.pdf?_ga=2.106897987.1504100991.1529936945-1452436318.1518711021

CTC: https://www.arb.ca.gov/board/books/2018/062718/ctceopres.pdf?_ga=2.219676634.27105835.1530129083-161295820.1524082833

*Session #2 - Interface Between Air Quality, Climate Change, and Transportation*CARB:

https://www.arb.ca.gov/board/books/2018/062718/carbstaffpres.pdf?_ga=2.121120712.1504100991.1529936945-1452436318.1518711021

CTC: https://www.arb.ca.gov/board/books/2018/062718/ctcstaffpres.pdf?_ga=2.121120712.1504100991.1529936945-1452436318.1518711021

Mark Watts

3.3: Listing of State Legislation.

Attached is a listing of state legislation that may be of interest to the Committee.

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

4. FEDERAL

No written report in February.

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

[July TWIC Report - State Legislation](#)

[ATS Plan Presentation](#)

[California Sec. of State Re: 2018 Proposition Numbering](#)

[Californians Must Drive Less, Says ARB at Historic First Joint Meeting with CTC – Streetsblog California](#)

[State Leg Listing: July 2018](#)

[TWIC Grant Reporting - July 2018](#)

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Transportation, Water, and Infrastructure Committee
c/o John Cunningham

FROM: Mark Watts

DATE: June 29, 2018

SUBJECT: July Sacramento Report

This memo provides an update on statewide ballot matters and a brief updates on the State Budget and Iron Horse Trail.

Ballot Issues

Proposition 69 and Status of SB 1 Repeal Initiative – Status Update

Proposition 69 Transportation Lockbox – The COALITION TO PROTECT LOCAL TRANSPORTATION IMPROVEMENTS (CPLTI) was successful in its support for this measure on the June 2018 ballot.

Proposition 69 passed with 81% of the statewide vote.

SB 1 Repeal Initiative – On June 25, 2018, the Secretary of State announced that the SB 1 Repeal Initiative was eligible for the November 6, 2018, General Election ballot, by virtue of exceeding the minimum required petition signatures through the random sampling method. The formal certification will occur on June 28; updated ballot label wording and fiscal analysis will be made public later in July.

Proposition 68

Proposition 68, the Parks, Environment, and Water Bond, on the statewide ballot in June 2018 was approved by 57% of statewide voters.

This bond act authorizes \$4 billion in general obligation bonds for state and local parks, environmental protection and restoration projects, water infrastructure projects, and flood protection projects.

The next steps will include adoption of administering guidelines by the Agency, and appropriations from the bond provisions of the act have been included within the 2018 Budget Act.

Initiative to Require Supermajority Vote to Enact New Taxes

This measure, sponsored by the California Business Roundtable was intended to qualify for the November 2018 General Election Ballot. It sought to tighten state law on state, local government and local initiative vote threshold requirements for new taxes:

State - broadens definition of state taxes that would require approval by two-thirds supermajority vote of the Legislature

Local Governments - requires two-thirds approval of electorate to raise new taxes or governing body to raise new fees

Local Initiative measures – by requiring a two-thirds vote of the electorate for all taxes, it would include those placed on the ballot through the initiative process (closes the potential Upland v. Cannabis loophole).

925 L Street, Suite 220 ♦ Sacramento, CA 95814
Telephone: (916) 446-5508 ♦ Fax: (916) 266-4580

At this writing, the initiative proponents had collected sufficient valid signatures to qualify for the ballot but elected to not pursue the initiative after striking a legislative “deal” in the form of AB 1838 which prohibits local governments from imposing taxes on certain groceries, including “soda”.

The bill was approved by the legislature and the Governor on June 28.

State Budget approved June 27th

State Budget

The budget delivers the first full year of funding under Senate Bill 1 – the state’s Road Repair and Accountability Act – with \$4.6 billion in new transportation funding in 2018-19. The funding will repair city and county roads, state highways and bridges, fill potholes, ease congestion in busy trade and commute corridors and improve and modernize passenger rail and public transit.

Transportation Trailer Bill

SB 848 and AB 1831 both make statutory changes in line with the state budget. One key provision for local governments in SB 848 would allow cities and counties to borrow from other internal city and county revenue streams and reimburse themselves with future year apportionments from SB 1 (Beall).

AB 1831 provides the framework for the expenditure of infrastructure funding that would begin to accrue after the Rainy Day (Proposition 2) fund is full; after funding improvements to the State Capitol, half of the any additional funding would be dedicated to the rail corridor improvements identified by the State Transportation Agency and the other half would be used for Multifamily Housing Programs.

Iron Horse Trail

Work through the collaboration with the County delegation continues to focus on how to structure a potential legislative solution. Meeting with the state legislative Counsel staff are continuing.



Accessible Transportation Strategic (ATS) Plan

Definitions, Challenges, Opportunities

PETER ENGEL

Director of Programs

Contra Costa Transportation Authority

JOHN CUNNINGHAM

Principal Planner

Contra Costa County



CONTRA COSTA
**transportation
authority**

Accessible Transportation Strategic (ATS) Plan: A few definitions

The term *Accessible Transportation* encompasses a wide spectrum of services

- Americans with Disabilities Act (ADA) Paratransit: Imposed on public transit agencies in the 90's without additional funding. Provided in areas and times where conventional fixed route transit is operated. This service is a civil right and has strict operating parameters including on board times, fares, scheduling, eligibility, etc.
- Senior Transportation Programs: Often operated by cities, these programs typically transport residents of a specified minimum age and/or persons with disabilities.
- Program Specific Transportation: Regional centers, nutrition programs, etc. often operate their own services to ensure certain service characteristics are consistently met.
- Other Support Services: Mobility management, travel training, volunteer programs, veterans programs are all included in the spectrum of accessible transportation services.

Accessible Transportation Strategic Plan “ATS Plan”

- Accessible Transportation is not an official or recognized term, we use it as a convenient shorthand for the services in the previous slide.
- We are referring to it as a Strategic Plan because the services we just described developed in an unsystematic manner.
- The Accessible Transportation Strategic Plan is going to look at this spectrum of services and determine if they can be managed in a more systematic, efficient manner.

Accessible Transportation Challenges

Governance Challenges

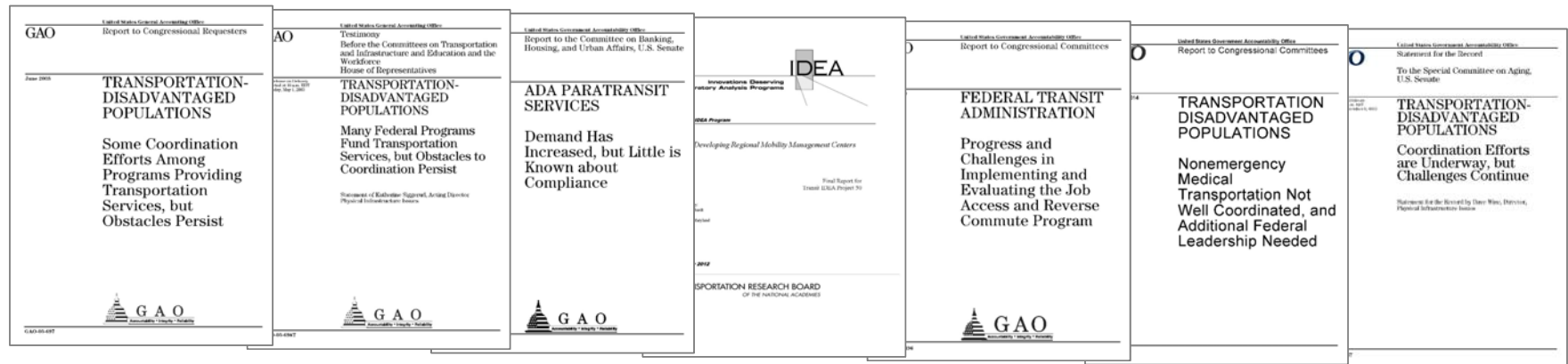
- Responsibilities are diffused across 1) numerous agencies, 2) with differing geographies, and 3) different missions/industry types. There is no single responsible agency. It is not by design, and it is no organization's lapse but there is a vacuum of authority and as a result an absence of leadership.
- Organizing different providers, with different funding streams, mission, clients, etc. is **EXTREMELY** challenging and it is getting worse, not better.

Operational Challenges

- Drivers & clients.

Challenges with Accessible Transportation *Not* Unique to Contra Costa

Contra Costa is not unique in this regard, significant challenges are experienced nationally.



ATS Plan: Origin in Contra Costa

- **Measure X Transportation Expenditure Plan:** *“To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency...”*
- **2017 Countywide Comprehensive Transportation Plan:** *“To ensure that services are delivered in a coordinated system...”*



Transportation for Seniors & People With Disabilities
\$115 million

Funding in this category is to support mobility opportunities for seniors and people with disabilities who, due to age or disability, cannot drive or take other transit options.

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. No funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted. 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.

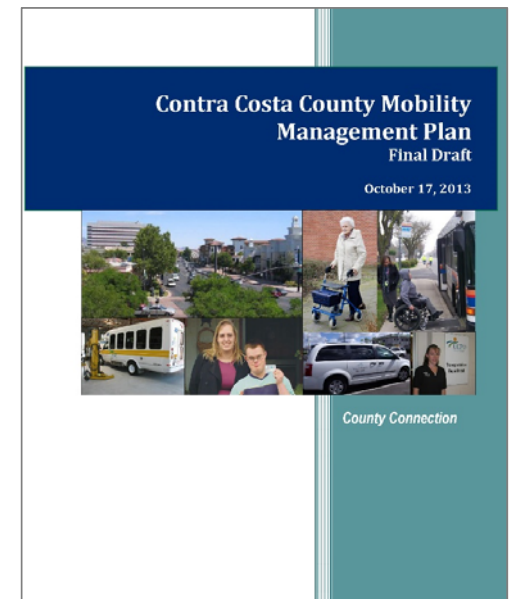
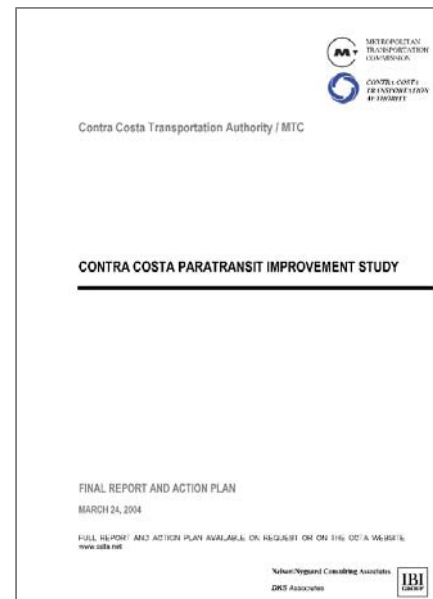
The ATS Strategic Plan will be developed by the Authority, in consultation with direct users of service, stakeholders representing seniors and people with disabilities who face mobility barriers, and non-profit and publicly operated paratransit service providers. Public operators in Contra Costa must participate in the ATS planning process to be eligible to receive funding in this category. The ATS Strategic Plan must be adopted no later than April 1, 2018. The development of the ATS Strategic Plan will not affect the allocation of funds to current operators as prescribed in the existing Measure J Expenditure Plan.

Table 5-1: Implementation Activities Needed to Carry Out the Strategies in the 2017 CTP				
Task	Description	Schedule	Responsibility	Supporting Agencies
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.	Ongoing	Authority	RTPCs, local jurisdictions, regional agencies, transit agencies

Challenges with Accessible Transportation

The Contra Costa Experience

- Contra Costa Paratransit Improvement Study (2004)
- Contra Costa County Mobility Management Plan (CCCTA – 2013)



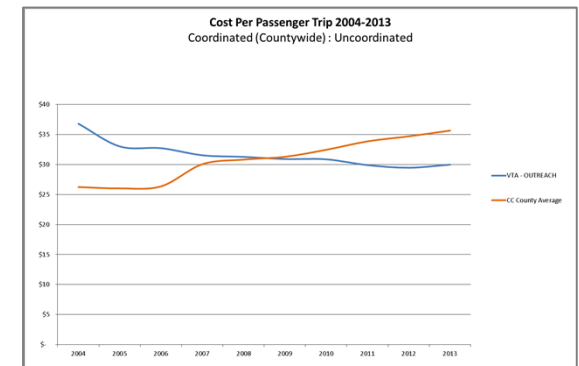
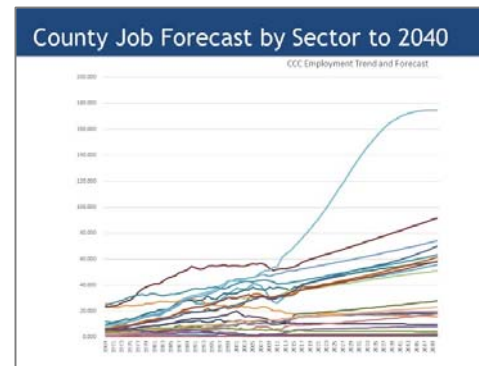
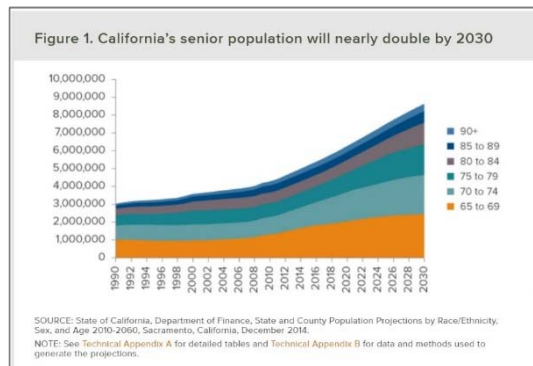
ATS Plan: Why now?

Community Input/Momentum

- Measure X Transportation Expenditure Plan
- 2017 Countywide Comprehensive Transportation Plan
- 2018 Grant Award From Caltrans

Combined with...

- Demographics and operational realities:



ATS Plan: What will it do?

1. Review existing, individual operations and make recommendations.
2. Review the potential for a more coordinated, countywide program and make recommendations.
3. Finally develop and present a phased implementation plan for the recommended, consensus design.

ATS Plan: Questions?

PETER ENGEL

Director of Programs

Contra Costa Transportation Authority

925-256-4741

pengel@ccta.net

JOHN CUNNINGHAM

Principal Planner

Contra Costa County

925-674-7833

john.cunningham@dcd.cccounty.us



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ALEX PADILLA | SECRETARY OF STATE | STATE OF CALIFORNIA
ELECTIONS DIVISION

1500 11th Street, 5th Floor, Sacramento, CA 95814 | **Tel** 916.657.2166 | **Fax** 916.653.3214 | www.sos.ca.gov

June 29, 2018

County Clerk/Registrar of Voters (CC/ROV) Memorandum #18172

TO: All County Clerks/Registrars of Voters

FROM: /s/ Robert Bradshaw
Manager, Voting Services

RE: General Election: Proposition Numbering

The following proposition numbers have been assigned to the ballot measures qualified for the November 6, 2018, General Election.

- | | |
|---------------|---|
| Proposition 1 | Veterans and Affordable Housing Bond Act of 2018.
(SB 3, Chapter 365, Statutes of 2017) |
| Proposition 2 | No Place Like Home Act of 2018.
(AB 1827, Chapter 41, Statutes of 2018) |
| Proposition 3 | Authorizes Bonds to Fund Projects for Water Supply and Quality, Watershed, Fish, Wildlife, Water Conveyance, and Groundwater Sustainability and Storage. Initiative Statute. |
| Proposition 4 | Authorizes Bonds Funding Construction at Hospitals Providing Children's Health Care. Initiative Statute. |
| Proposition 5 | Changes Requirements for Certain Property Owners to Transfer Their Property Tax Base to Replacement Property. Initiative Constitutional Amendment and Statute. |
| Proposition 6 | Eliminates Recently Enacted Road Repair and Transportation Funding by Repealing Revenues Dedicated for Those Purposes. Requires Any Measure to Enact Certain Vehicle Fuel Taxes and Vehicle Fees Be Submitted to and Approved by the Electorate. Initiative Constitutional Amendment. |

- | | |
|----------------|---|
| Proposition 7 | Daylight saving time.
(AB 807, Chapter 60, Statutes of 2018) |
| Proposition 8 | Authorizes State Regulation of Kidney Dialysis Clinics. Limits Charges for Patient Care. Initiative Statute. |
| Proposition 9 | Division of California Into Three States. Initiative Statute. |
| Proposition 10 | Expands Local Governments' Authority to Enact Rent Control on Residential Property. Initiative Statute. |
| Proposition 11 | Requires Private-Sector Emergency Ambulance Employees to Remain on Call During Work Breaks. Changes Other Conditions of Employment. Initiative Statute. |
| Proposition 12 | Establishes New Standards for Confinement of Certain Farm Animals; Bans Sale of Certain Non-Complying Products. Initiative Statute. |

The English ballot labels and titles and summaries for the propositions will be made available when the state Voter Information Guide goes on Public Display on July 24, 2018, and will be subject to court-ordered changes through August 13, 2018. After August 13, 2018, the final ballot labels and titles and summaries will be provided to you.

If you have questions, please contact me at (916) 695-1571.

Californians Must Drive Less, Says ARB at Historic First Joint Meeting with CTC

Will the commissioners hear the message?

By Melanie Curry | Jun 29, 2018 |  2

THIS POST IS SUPPORTED BY GJEL ACCIDENT ATTORNEYS



Transportation commissioners and Air Resource boardmembers listen to public testimony at their historic first meeting. Photo by Bryn Lindblad

Note: [GJEL Accident Attorneys](#) regularly sponsors coverage on Streetsblog San Francisco and Streetsblog California. Unless noted in the story, [GJEL Accident Attorneys](#) is not consulted for the content or editorial direction of the sponsored content.

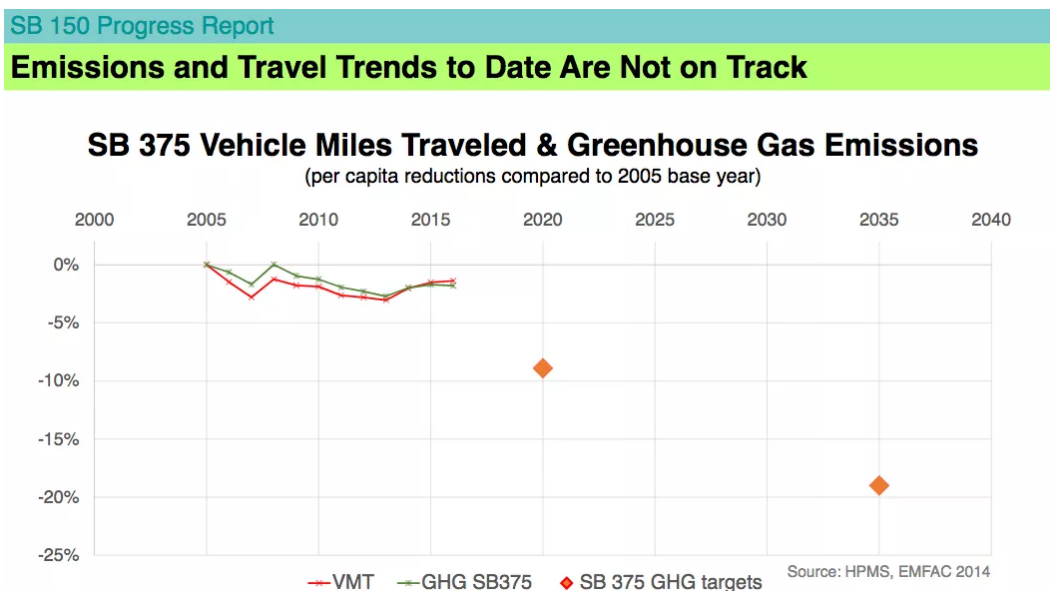
A [historic first meeting this week between the California Air Resources Board \(ARB\) and the California Transportation Commission \(CTC\)](#), required by a law passed last year, produced no formal action plans. But it did demonstrate the disconnect between the perspectives of the two groups, who hold decision-making power over California's transportation systems.

And it underscored the need for the two to work together.

The CTC is in charge of allocating most of the state's transportation funding—about two-thirds of the overall transportation budget, which is currently about \$35 billion (most of the remaining third is collected and controlled locally). While it has no direct regulatory or policy role, and neither suggests nor nominates the projects it funds, it does set criteria for choosing projects, as well as performance measures for them. It does this mostly through the creation of guidelines for Regional Transportation Plans (RTPs), the state transportation plan, and numerous programs funded by [the recently raised gas tax, S.B. 1](#).

The ARB is charged with overseeing air quality and climate regulations. Among its many tasks, it creates guidelines for Sustainable Communities Strategies (SCSs), which are part of RTPs. These sub-plans are supposed to get regions strategizing about how to encourage plans that reduce driving so the regions can meet state-set emission reduction goals.

Several people at the meeting referred to the SCSs as a weak tool, and early indications seem to support that notion. The [ARB is beginning to release very preliminary information it is collecting for its first report on the SCSs](#) and on progress the state is making towards its climate goals. The report, [required by S.B. 150](#), is [due to the legislature in the fall](#). The results so far are not good—while California has experienced a slight decline in driving, it is nowhere near enough to reach the state's 2020 goals, let alone stricter goals beyond that date.



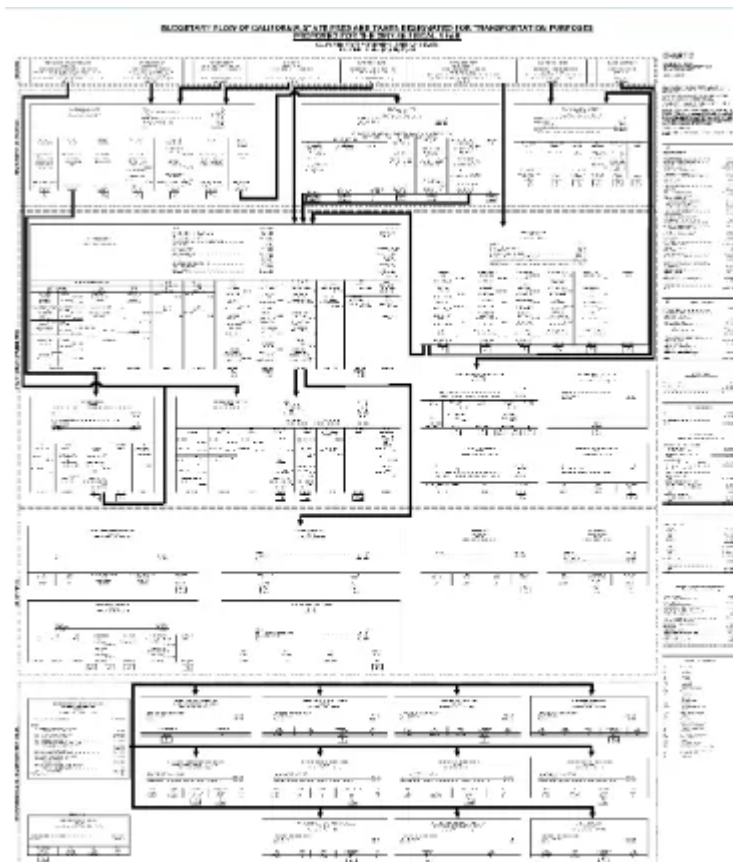
Very preliminary data show Californians are not cutting driving anywhere near enough to meet state air quality and climate goals. Source: CARB

And early data also shows that the creation of the SCSs did not change transportation funding patterns at all. That is, overall local and state spending on roads and highways is about the same as it was before California decided it needed to shift transportation funding towards to more sustainable and healthy modes such as transit and active transportation.

This comes with a caveat: ARB staff are still investigating whether a shift may have occurred in the very early years since the SCS process began, or whether a shift has occurred that isn't showing up in their data yet.

But these early findings underscore the need for, and the importance of, this week's historic joint meeting: The environmental and climate goals California is trying to reach are being undermined by the way transportation investments are made.

The meeting took place in a packed room, with the board members and commissioners mixed together in alternating seats around a large table. It kicked off with staff presentations about the work each body does and how they do it—including an unreadable slide with tiny numbers and arrows pointing every which way that illustrated, somewhat jokingly (but not really), how complicated the funding regulations the CTC must navigate are.



ARB staff [presented their findings about vehicle miles driven \(VMT\)](#). Even if all the regulatory programs, incentives, and research the ARB has produced on low carbon fuels, clean energy, and zero emission vehicles could be put into effect tomorrow, California would not be able cut emissions enough to meet its goals, they said.

Californians must also reduce VMT to 25 percent of 2005 levels, said ARB staffer Ashley Georgiou, which is equivalent to about 1.6 miles per person per day. “Reducing driving, including via carpooling, improving connections to transit, and increasing active transportation, can reduce health risks, reduce the need for funding, and strengthen the resilience of people and communities,” she added.



**Reducing VMT is necessary, and solves
problems electric vehicles and clean
fuels cannot**

Source: ARB staff presentation

Members of the CTC didn’t seem to believe her, although Chair Fran Inman told the group that they had hosted a discussion about VMT at their monthly meeting that very morning.

Commissioner Lucy Dunn tried to sidestep ARB’s conclusions, saying she thought it would be more conducive to discuss the “real world” — “particularly when we talk about reducing VMT,” she said. With the size and scope of the housing crisis, she added, “we can’t build all the housing we need as infill—we also have to do appropriate greenfield development.”

Commissioner Paul Van Konynenburg pointed to the testimony of several people who had carpoolled to the meeting in a solar-powered electric vehicle. “I don’t understand,” he said to ARB staff. “Why can’t we meet our greenhouse gas emission goals if all of us drive electric vehicles? I need you to take me through this step by step.”

ARB staff has the expertise to answer these questions. They have issued [numerous reports on their findings](#), and included them in [the cap-and-trade scoping plan](#) that commissioners did not seem to be familiar with. This would be a good topic to take up in future meetings.

At this meeting, members of the two groups seemed to talk at cross-purposes. Commissioners focused on economic concerns, while board members repeatedly reminded everyone that health outcomes were just as important.

“We are all here with the same goal,” said ARB member Dan Sperling. “We all want to achieve a more sustainable transportation system in ways that benefit the economy and the environment in an equitable manner.”

“We’re just coming at it from different angles,” he said.

They did seem to agree that, although the meeting was well-attended, there were certain sectors missing from the conversation. It is not really possible, said ARB member Phil Serna, to talk about land use and transportation if there isn’t also representation from the housing sector. Several commissioners agreed, saying housing builders could share information about their obstacles and challenges. Business and labor interests also weren’t present, it was noted.

To that should be added the media. There didn’t seem to be any reporters present, save for this one, and there hasn’t been any news coverage of the meeting. People don’t seem to understand the significance, let alone the urgency, of bringing together and coordinating different state goals under one roof.

There are a lot of goals to consider. The people who did show up to speak introduced a wide range of issues that are affected by the way transportation is planned, funded, and deployed in California.

They made suggestions on topics from improving public outreach to protecting Californians from displacement to incorporating transportation justice principles into decisions.

Robert Phipps, from the Fresno Council of Governments, stressed the importance of finding the right focal balance between health and prosperity. He described extensive outreach work FresnoCOG has done that showed them that residents overwhelmingly want walkable, bikeable, safe communities with good transit options.

Many of the speakers highlighted the importance of the ARB's findings on VMT. They reminded the board and commissioners that adding lane miles, in the long run, creates more traffic and more congestion, not less—and that reducing VMT doesn't necessarily mean reducing the amount people travel.



“It's our job to invest in a transportation system that makes it easy and affordable to live in California,” said Ella Wise of ClimatePlan. “In the past, our system required everyone to own a car. In the past, the needs of low income communities and communities of color were ignored. In the past, everyone had to drive if they wanted to get anywhere.”

“California is ready for a change,” she said.

The one action item produced by the gathering was an agreement between the two chairs and their co-chairs to meet and find some topics they could work together on. Susan Branson, executive director of the CTC, had suggested a few topic areas, and her suggestions were echoed and expanded on.

Those include the guideline development process—particularly for [the S.B. 1-funded multimodal corridor guidelines](#); target setting for Sustainable Community Strategies; project assessment and measurement tools, especially regarding models used in the regional transportation plans; and setting a policy framework for autonomous vehicles “in a way that would support the public interest.”

Several commenters also floated the idea of forming a smaller work group, to include members of the public, to help focus the discussions and define the issue areas where coordination would be most beneficial. That idea was echoed and supported by several board members.

The next joint meeting, as required by A.B. 179, will take place in December. By then, the question of whether the gas tax will be repealed or not will have been settled, one way or the other. Whichever outcome occurs, it is likely to affect the content of these ongoing conversations between the California Air Resources Board and the California Transportation Commission.

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OR SIGN UP WITH DISQUS **Kevin Withers** • 5 hours ago

"so the regions can meet state-set emission reduction goals."

When will someone bring up the elephant in the room? That being that these state "goals" were never attainable, and never expected to be? What they were: political grandstanding by governors and legislators, wanting to upset the status quo. The notion that we will redefine our society and our state in pursuit of mission-impossible "goals" isn't realistic. We're moving in the right path, but the goals never had real support or viability, and this was acknowledged at the time.



"we can't build all the housing we need as infill—we also have to do appropriate greenfield development."

1 ^ | v • Reply • Share ›

Show 1 new reply

p_chazz • 2 days ago

"Californians must reduce VMT to 25 percent of 2005 levels." So what happens if the goals aren't met? Will Big Brother come and take away your car keys? Will your engine automatically shut off after you have driven your quota of miles? What sort of teeth does CARB have to make this happen?

1 ^ | v • Reply • Share ›

ALSO ON STREETSBLOG CALIFORNIA

Bike Fans Increasing in State Capitol

6 comments • 14 days ago



Jeffrey Baker — Sacramento has a much better claim to the title of cycling-friendly city than does SF or any Bay Area city. The ...

Advocates Push for Better Transportation Planning in San ...

1 comment • a month ago



LazyReader — This screams unfairness. "shifting tens of millions of dollars away from highway spending to transitShort ...

OCTA Transit Committee Revokes BRT/Streetcar Study for Central ...

1 comment • 13 days ago



Chewie — Wait, doesn't Harbor have eight through lanes in many places? They should be

State Air Quality Board and Transportation Commission to Meet, ...

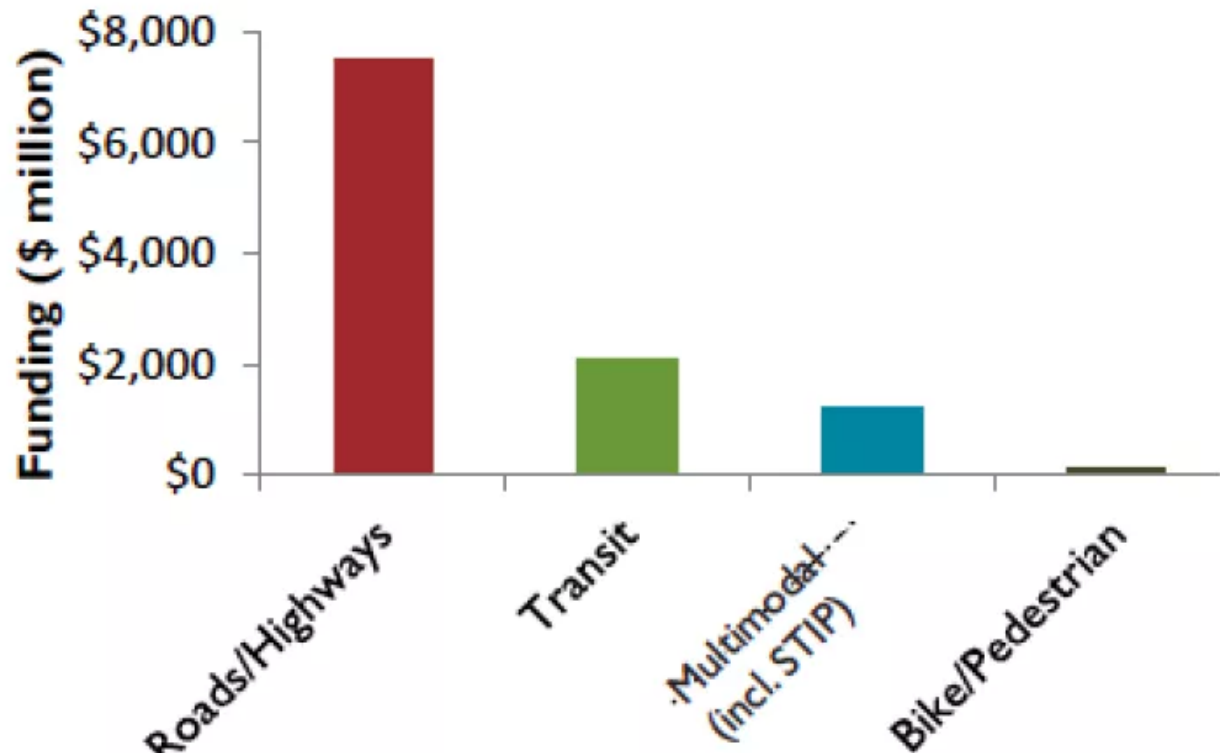
2 comments • 6 days ago



Harrison Hopkins — I'd love for something truly actionable to come from this -- like ARB



ALSO ON STREETS BLOG



State Air Quality Board and Transportation Commission to Meet, Explore Mutual Concerns

By Melanie Curry | Jun 26, 2018

On Wednesday, the California Air Resources Board (ARB) and the California Transportation Commission (CTC) will hold its first joint meeting to discuss issues of mutual concern. The meeting is being held to fulfill requirements of A.B. 179, passed last year, that requires the two groups to meet at least twice a year to “coordinate implementation [...]

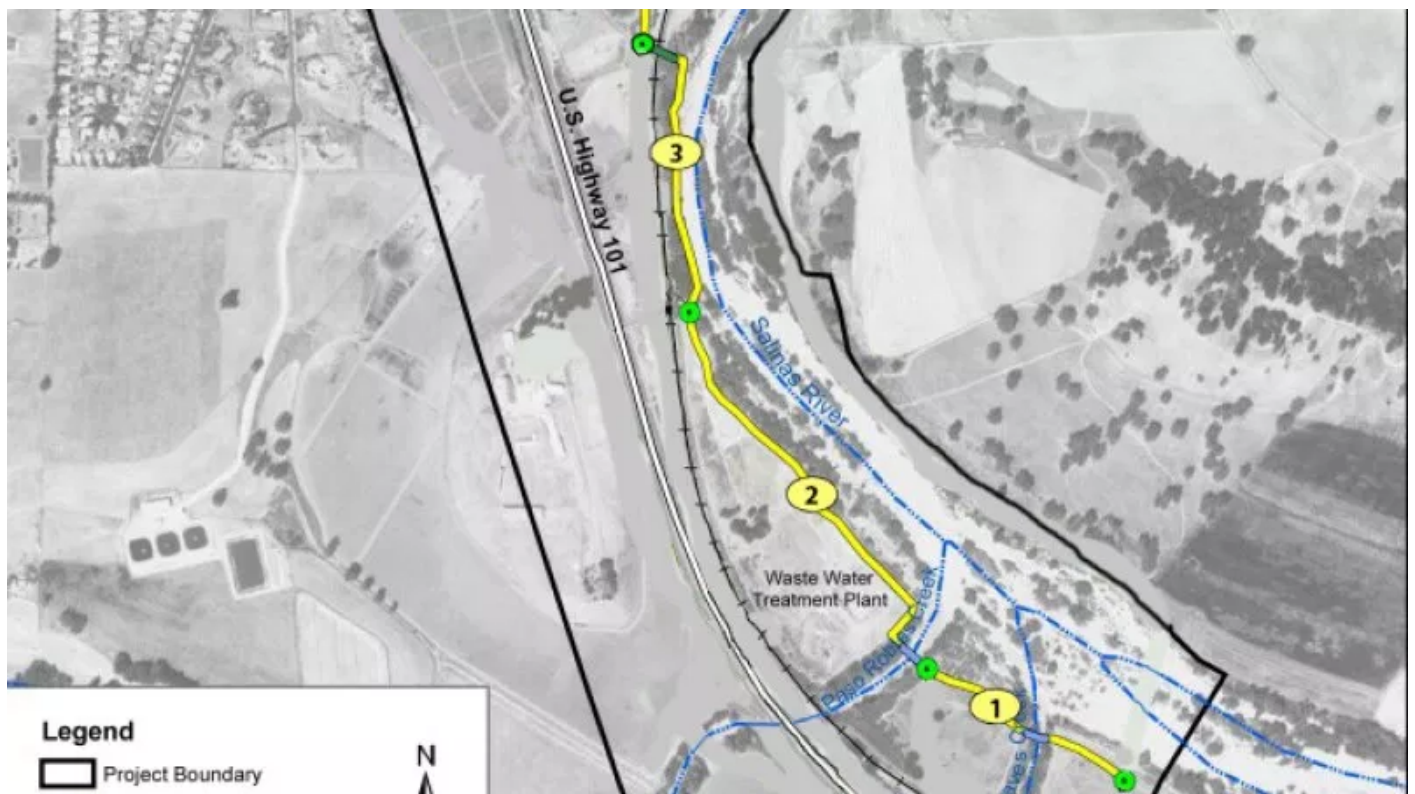


THIS POST IS SUPPORTED BY GJEL

California Transportation Commission Approves Gas Tax Funding, ATP Guidelines

By Melanie Curry | May 17, 2018

The Active Transportation Program call for projects for Cycle 4 is expected to be up on Friday.



THIS POST IS SUPPORTED BY GJEL

Anticipating Gas Tax Money, CTC Approves More Active Transportation Projects

By Melanie Curry | Oct 19, 2017

The CTC approved 63 new projects under the Active Transportation Program, and another 22 projects will get funding sooner than originally planned.



THIS POST IS SUPPORTED BY GJEL ACCIDENT ATTORNEYS

CTC Hosts First Workshops on New Active Transportation Program Guidelines

By Melanie Curry | Oct 24, 2017

Staff are considering two basic changes to the guidelines: spreading project funding out over four years, instead of two; and creating separate applications for different kinds of projects. But other changes will be entertained.

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

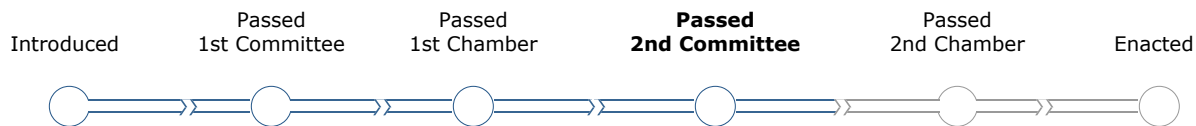
File name: TWIC-TransLeg

California

1. **CA AB 1395**

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Kansen Chu (D-025)

Title: DOT: Litter Cleanup and Abatement

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/17/2017

Last Amend: 06/18/2018

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Requires each district within the department for its highway litter cleanup and abatement programs to assign the highest priority to segments along the state highway system that receive the highest volume of complaints and with the greatest incidence of litter and to prioritize funding appropriated for highway litter maintenance in order to implement this priority.

Status: 06/26/2018 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS. (9-2)

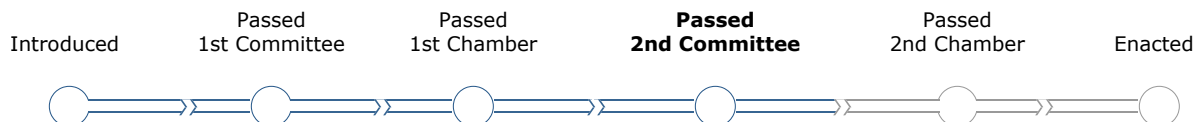
CSAC: Watch

LCC: Watch

2. **CA AB 1436**

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Marc Levine (D-010)

Title: Board Of Behavioral Sciences: Licensees: Training

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/17/2017

Last Amend: 06/20/2018

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Requires an applicant for licensure as a marriage and family therapist, an educational psychologist, a clinical social worker, or a professional clinical counselor to complete coursework or applied experience under supervision in suicide risk assessment and intervention. Requires that proof of compliance with requirements be certified under penalty of perjury and be retained for submission to the Board upon request.

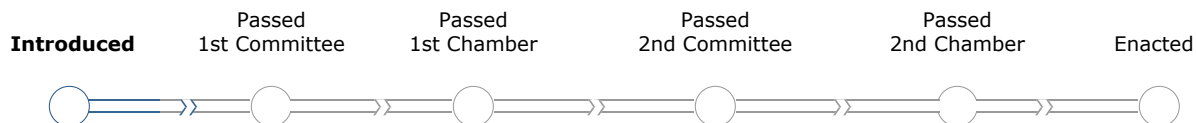
Status: 06/20/2018 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CSAC: Watch

3. CA AB 1745

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Philip Y. Ting (D-019)

Title: Vehicles: Clean Cars 2040 Act

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/03/2018

Disposition: Pending

Location: Assembly Transportation Committee

Summary: Requires all new passenger vehicles to be zero emissions vehicles after a specified date. States that zero emissions vehicles cannot produce exhaust emissions of any criteria pollutant or greenhouse gas under any operational mode or condition. Exempts large commercial vehicles (larger than a specified number of pounds) and does not apply to vehicles owned by people moving into California from other states.

Status: 01/16/2018 To ASSEMBLY Committee on TRANSPORTATION.

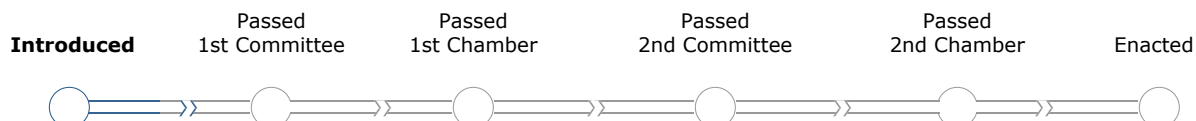
CSAC: Pending, Watch

LCC: Watch

4. CA AB 1756

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: William Brough (R-073)

Title: Transportation Funding

Fiscal Committee: yes

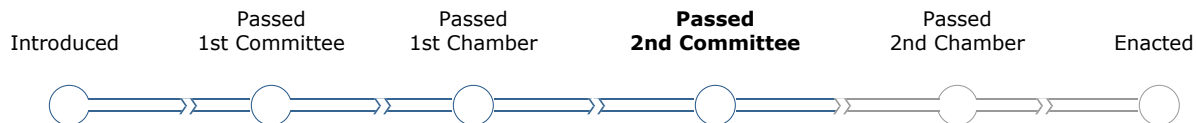
Urgency Clause: yes

Introduced: 01/04/2018
Disposition: Pending
Location: Assembly Transportation Committee
Summary: Repeals the Road Repair and Accountability Act of 2017 which establishes, among other things, a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax.

Status: 01/16/2018 To ASSEMBLY Committee on TRANSPORTATION.
CSAC: Pending
LCC: Watch

5. CA AB 1759

SESSION ADJOURNMENT
August 31, 2018
60 Days Remaining

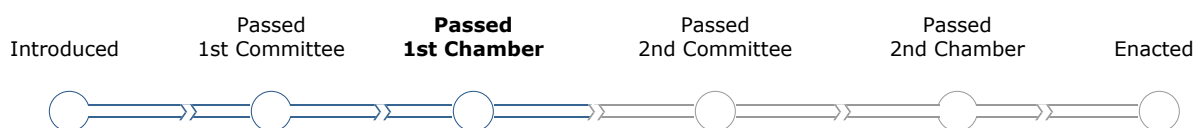


Author: Kevin McCarty (D-007)
Title: Public Trust Lands: City Of Sacramento
Fiscal Committee: yes
Urgency Clause: no
Introduced: 01/04/2018
Last Amend: 05/09/2018
Disposition: Pending
Location: Senate Appropriations Committee
Summary: Grants, and convey in trust in relation to real property known as and the Sand Cove Parcels, as described, to the City of Sacramento, in the County of Sacramento, and to its successors, all of the rights, title, and interests of the state, to be held by the city in trust for the benefit of all the people of the state for public trust purposes, as provided.

Status: 06/26/2018 From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on APPROPRIATIONS. (9-0)
CSAC: Pending
LCC: Watch

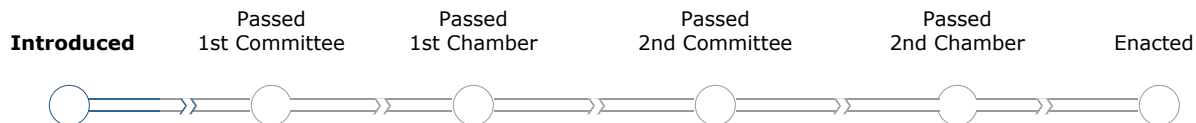
6. CA AB 1901

SESSION ADJOURNMENT
August 31, 2018
60 Days Remaining



Author: Jay Obernolte (R-033)
Title: California Environmental Quality Act: Roadway Projects
Fiscal no

Committee:**Urgency Clause:** no**Introduced:** 01/22/2018**Last Amend:** 04/18/2018**Disposition:** Pending**Location:** Senate Environmental Quality Committee**Summary:** Extends indefinitely the California Environmental Quality Act (CEQA) exemption for a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is carried out by a city or county with a population of less than a specified number of persons to improve public safety and meets other specified requirements, including a requirement that the project involves negligible or no expansion of an existing use.**Status:** 06/20/2018 In SENATE Committee on ENVIRONMENTAL QUALITY: Not heard.**CSAC:** Watch**LCC:** Watch

7. CA AB 1905**SESSION ADJOURNMENT**August 31, 2018
60 Days Remaining**Author:** Timothy S. Grayson (D-014)**Title:** Environmental Quality: Judicial Review: Transportation**Fiscal Committee:** no**Urgency Clause:** no**Introduced:** 01/22/2018**Last Amend:** 03/12/2018**Disposition:** Pending**Location:** Assembly Natural Resources Committee**Summary:** Prohibits a court, in an action or proceeding seeking judicial review under the State Environmental Quality Act, from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.**Status:** 04/16/2018 In ASSEMBLY Committee on NATURAL RESOURCES: Heard, remains in Committee.**CSAC:** Pending, Watch**LCC:** Watch

8. CA AB 2061**SESSION ADJOURNMENT**August 31, 2018
60 Days Remaining



Author: Jim Frazier (D-011)

Title: Near Zero Emission and Zero Emission Vehicles

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/07/2018

Last Amend: 06/18/2018

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Authorizes a near zero emission vehicle or a zero emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. Increases the weight limit to 82,000 pounds for a near-zero-emission or zero-emission vehicle.

Status: 06/26/2018 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass as amended to Committee on APPROPRIATIONS. (12-0)

ABAG: Support

CSAC: Watch

LCC: Watch

9. CA AB 2206

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: William Brough (R-073)

Title: Vehicles: Registration Information

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/12/2018

Last Amend: 04/03/2018

Disposition: Pending

Location: Assembly Transportation Committee

Summary: Requires the application to renew the registration for a vehicle to display, as a separate line item, the amount of the transportation improvement fee that is included in the cost of registration for the vehicle.

Status: 04/03/2018 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
04/03/2018 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

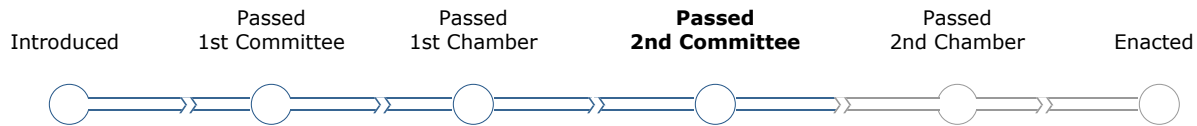
CSAC: Watch

LCC: Watch

10. CA AB 2272

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Chad Mayes (R-042)

Title: State Highways: Relinquishment

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/13/2018

Last Amend: 04/02/2018

Disposition: Pending

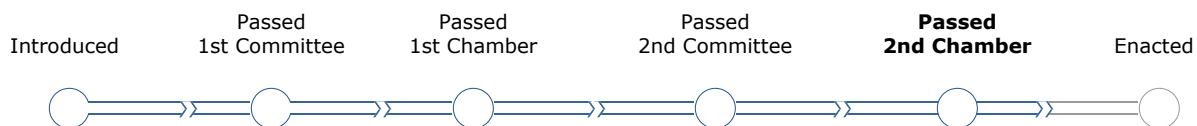
Location: Senate Appropriations Committee

Summary: Authorizes the State Transportation Commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits, upon terms and conditions the Commission finds to be in the best interests of the state, if the Department and the city enter into an agreement providing for that relinquishment.

Status: 06/25/2018 In SENATE Committee on APPROPRIATIONS: To Suspense File.

LCC: Watch

11. CA AB 2307



Author: Jim Frazier (D-011)

Title: High Speed Rail Authority: Senate Confirmation

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/13/2018

Vetoed: 06/01/2018

Disposition: Vetoed

Location: Assembly Unfinished Business - Governor's Vetoes  

Summary: Provides that the members of the High Speed Rail Authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.

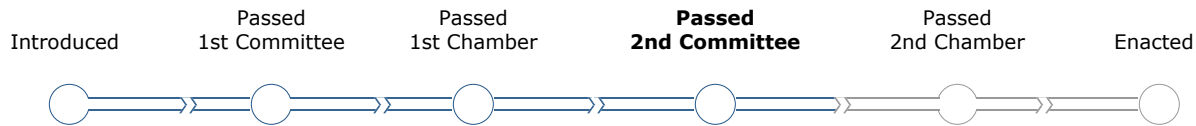
Status: 06/01/2018 Vetoed by GOVERNOR.

CSAC: Watch
LCC: Watch

12. CA AB 2363

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Laura Friedman (D-043)

Title: Vision Zero Task Force

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/14/2018

Last Amend: 06/21/2018

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Requires the Secretary of Transportation to establish and convene the Vision Zero Task Force. Requires the Task Force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero. Requires the Secretary to prepare and submit a report that includes a detailed analysis of specified issues, including the existing process for establishing speed limits and a recommendation as to whether an alternative method should be considered.

Status: 06/21/2018 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

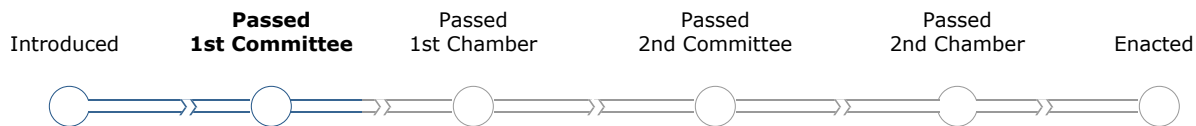
CSAC: Watch

LCC: Watch

13. CA AB 2418

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Kevin Mullin (D-022)

Title: Transportation: Emerging Technologies: Grant Program

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/14/2018

Last Amend: 04/09/2018

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Establishes the Smart City Challenge Grant Program. Enables municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs. Specifies certain program goals. Requires the Transportation Commission to form the Smart City Challenge Workgroup on or before a specified date. Requires the Commission to develop guidelines, before a certain date, for the program not subjected to the Administrative Procedure Act.

Status: 05/25/2018 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

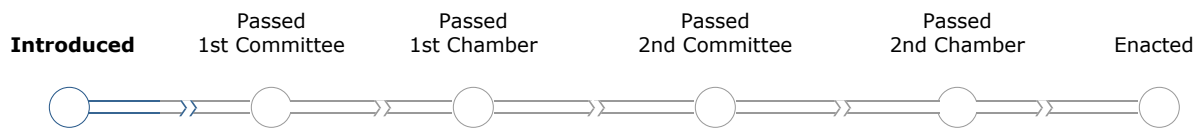
CSAC: Watch

LCC: Watch

14. CA AB 2712

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Travis Allen (R-072)

Title: Bonds: Safe, Reliable High Speed Passenger Train

Fiscal Committee: yes

Urgency Clause: yes

Introduced: 02/15/2018

Last Amend: 03/12/2018

Disposition: Pending

Location: Assembly Transportation Committee

Summary: Amends the Safe, Reliable High Speed Passenger Train Bond Act for the 21st Century. Requires redirection of the unspent proceeds received from outstanding bonds issued and sold for other high speed rail purposes prior to the effective date of these provisions, for distribution as refunds to state taxpayers in the manner prescribed at the time an appropriation is made.

Status: 04/16/2018 In ASSEMBLY Committee on TRANSPORTATION: Failed passage.
04/16/2018 In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.

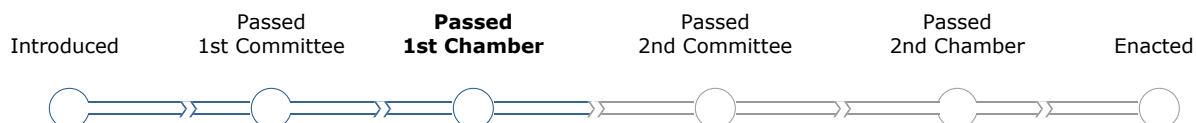
CSAC: Watch

LCC: Watch

15. CA AB 2730

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Matthew Harper (R-074)

Title: Franchise Tax Board: Collection Of Delinquent Amounts

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/15/2018

Last Amend: 06/11/2018

Disposition: Pending

Location: Senate Governance and Finance Committee

Summary: Removes the Franchise Tax Board's responsibility and authority to collect unpaid tolls, toll evasion penalties, and any related administrative or service fees.

Status: 06/27/2018 In SENATE Committee on GOVERNANCE AND FINANCE: Failed passage.
06/27/2018 In SENATE Committee on GOVERNANCE AND FINANCE: Reconsideration granted.

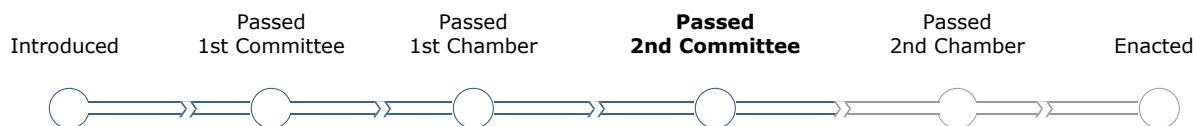
CSAC: Watch

LCC: Watch

16. CA AB 2734

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Jim Frazier (D-011)

Title: California Transportation Commission

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/15/2018

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Excludes the California Transportation Commission from the Transportation Agency. Establishes it as an entity in state government, and requires it to act in an independent oversight role.

Status: 06/26/2018 From SENATE Committee on GOVERNMENTAL ORGANIZATION: Do pass to Committee on APPROPRIATIONS. (13-0)

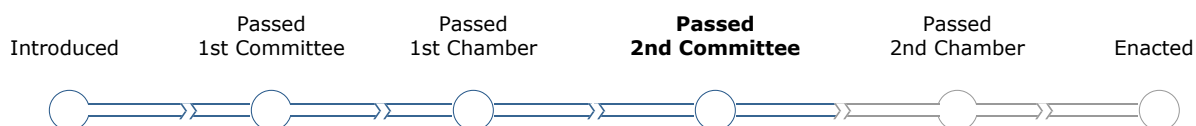
CSAC: Watch

LCC: Watch

17. CA AB 2851

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Timothy S. Grayson (D-014)

Title: Regional Traffic Signal Optimization Plans

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/16/2018

Last Amend: 05/25/2018

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Requires each city located within the jurisdiction of the Metropolitan Transportation Commission to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions, reduce travel times and the number of stops and fuel use. Requires the Department of Transportation to coordinate with each city with a plan to ensure that any traffic signals owned or operated by the Department are adjusted and maintained properly.

Status: 06/26/2018 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS. (8-0)

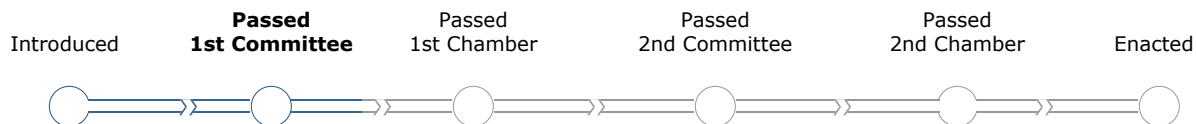
CSAC: Watch

LCC: Watch

18. **CA AB 2877**

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Devon J. Mathis (R-026)

Title: Vehicular Air Pollution: Nonemergency Medical Transport

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/16/2018

Last Amend: 04/17/2018

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Requires the state board to develop and implement a program to provide grants to a county with a total population below a certain amount or a public transit operator located in such a rural county for the purchase, operation, and maintenance of near-zero-emission or zero-emission vehicles to provide seniors and disabled populations located in that rural county with nonemergency medical transportation services.

Status: 05/25/2018 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

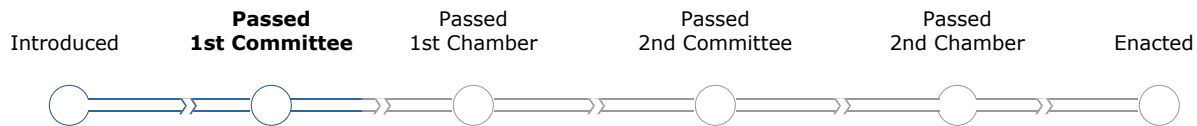
LCC: Watch

19. **CA AB 2919**

SESSION ADJOURNMENT

August 31, 2018

60 Days Remaining



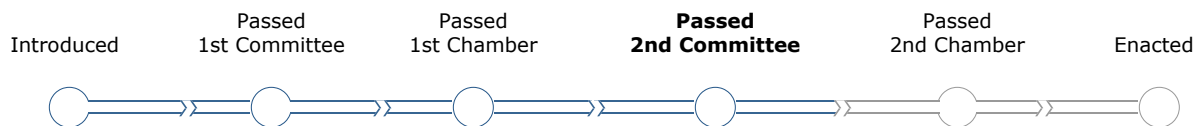
Author: Jim Frazier (D-011)
Title: Transportation: Permits
Fiscal Committee: no
Urgency Clause: no
Introduced: 02/16/2018
Last Amend: 03/19/2018
Disposition: Pending
Location: Assembly Environmental Safety and Toxic Materials Committee
Summary: Requires the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt.
Status: 04/16/2018 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS. (13-0)
CSAC: Pending
LCC: Watch



20. CA AB 2923

SESSION ADJOURNMENT

August 31, 2018

60 Days Remaining



Author: David Chiu (D-017)
Title: San Francisco Bay Area Rapid Transit District
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/16/2018
Last Amend: 07/02/2018
Disposition: Pending
File: 38
Location: Senate Second Reading File  
Summary: Requires the BART Board of Directors to adopt a new transit oriented development guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART owned land that is located on contiguous parcels of a certain acreage, within a specified number of miles of an existing or planned BART station entrance, in areas

having representation on the BART Board. Provides that the Board's approval of TOD and local zoning standards is subject to the CEQA review.

Status: **07/02/2018 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.**

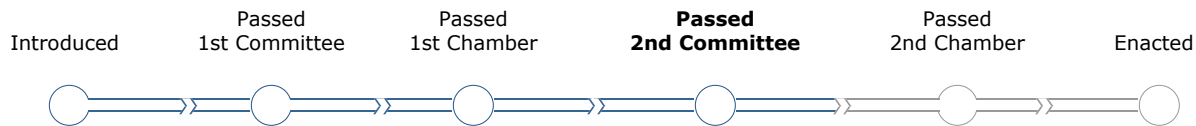
CSAC: Pending

LCC: Watch

21. CA AB 2989

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Heath Flora (R-012)

Title: Motorized Scooter: Use Of Helmet: Maximum Speed

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/16/2018

Last Amend: 06/28/2018

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Requires the operator of a motorized scooter to wear a helmet only if the operator is less than 18 years of age.

Status: 06/28/2018 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

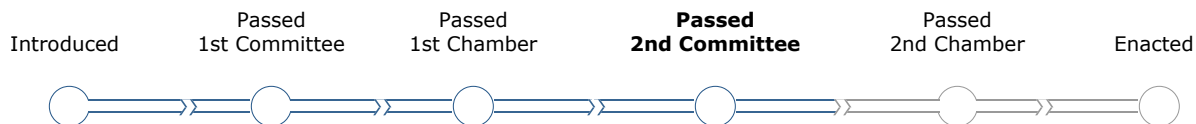
CSAC: Watch

LCC: Watch

22. CA AB 3019

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Eloise Gomez Reyes (D-047)



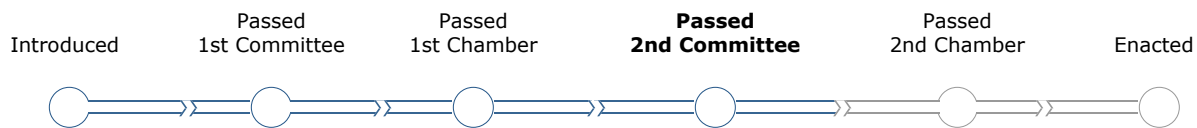
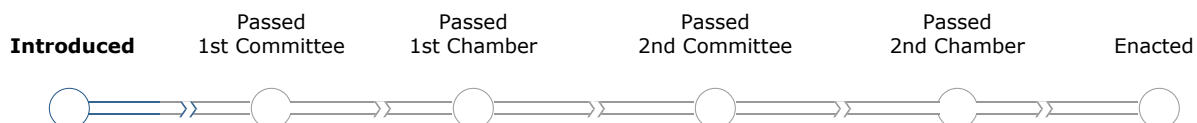
Title: Deposition Notices

Fiscal Committee: no

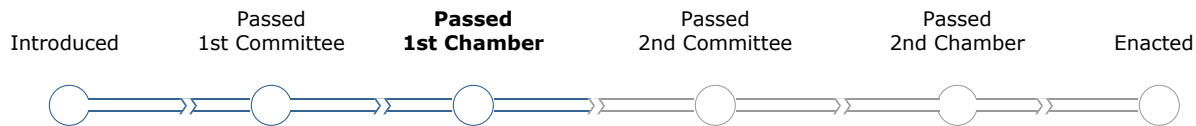
Urgency Clause: no

Introduced: 02/16/2018

Last 04/19/2018

Amend:**Disposition:** Pending**File:** 127**Location:** Senate Third Reading File  **Summary:** Relates to existing law prescribing the procedure for taking oral depositions inside the state Requires the deposition notice governed by this section to be written in at least 12-point type, and make a technical change.**Status:** 06/14/2018 In SENATE. Read second time. To third reading.**CSAC:** Watch**LCC:** Watch23. **CA AB 3246****SESSION ADJOURNMENT**August 31, 2018
60 Days Remaining**Author:** Assembly Transportation Committee**Title:** Transportation Omnibus Bill**Fiscal Committee:** yes**Urgency Clause:** no**Introduced:** 02/22/2018**Last Amend:** 06/11/2018**Disposition:** Pending**Location:** Senate Appropriations Committee**Summary:** Requires the Controller to inform the Department of Motor Vehicles on or before February 1 that a county's authority to collect the fee imposed on motor vehicles is suspended. Deletes the provision which requires the Division of Aeronautics within the Department of Transportation to coordinate and disseminate specified information to pilots to increase awareness of wire hazards and to communicate techniques for identifying and avoiding wires.**Status:** 06/19/2018 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS. (12-0)**CSAC:** Watch**LCC:** Watch24. **CA SB 578****Author:** Steven M. Glazer (D-007)

Highways: Safety Enhancement-Double Fine Zone

Title:**Fiscal Committee:** yes**Urgency Clause:** no**Introduced:** 02/17/2017**Last Amend:** 04/17/2017**Disposition:** Failed**Location:** SENATE**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:** 02/01/2018 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.**CSAC:** Watch**LCC:** Watch25. **CA SB 760****SESSION ADJOURNMENT**August 31, 2018
60 Days Remaining**Author:** Scott Wiener (D-011)**Title:** State Highways: Permits: Improvements**Fiscal Committee:** yes**Urgency Clause:** no**Introduced:** 02/17/2017**Last Amend:** 06/04/2018**Disposition:** Pending**Location:** Assembly Transportation Committee**Summary:** Prohibits the department from denying an application for a permit solely because the associated work is not to be performed in accordance with plans and specifications approved by the department.**Status:** 06/25/2018 In ASSEMBLY Committee on TRANSPORTATION: Not heard.**CSAC:** Watch**LCC:** Watch26. **CA SB 775**



Author: Bob Wieckowski (D-010)

Title: Global Warming: Market-Based Compliance Mechanisms

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/17/2017

Last Amend: 05/01/2017

Disposition: Failed

Location: SENATE

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: 02/01/2018 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

CSAC: Pending

LCC: Watch

27. CA SB 827

SESSION ADJOURNMENT
August 31, 2018
60 Days Remaining

Introduced **Passed 1st Committee** **Passed 1st Chamber** **Passed 2nd Committee** **Passed 2nd Chamber** **Enacted**



Author: Scott Wiener (D-011)

Title: Planning and Zoning: Transit Rich Housing Bonus

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/03/2018

Last Amend: 04/09/2018

Disposition: Pending

Location: Senate Transportation and Housing Committee

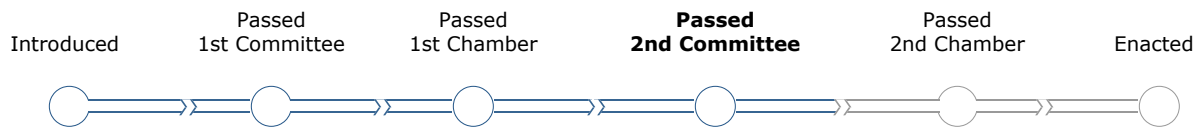
Summary: Requires a local government to grant a development proponent of a transit rich housing project a transit rich housing bonus, if that development, at the time of submittal, meets specified planning standards complying with any local ordinance or agreeing to provide a specified percentage of onsite affordable housing units. Requires an eligible applicant to provide each resident of the development with an applicable recurring monthly transit pass at no cost.

Status: 04/17/2018 In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage.
04/17/2018 In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.

CSAC: Pending
LCC: Oppose

28. CA SB 1262

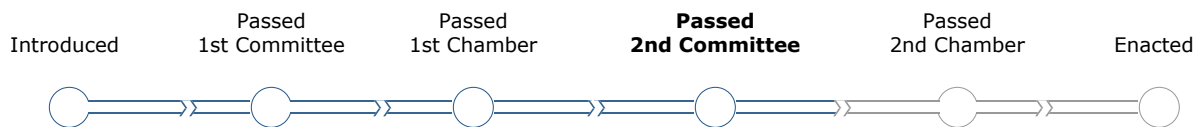
SESSION ADJOURNMENT
August 31, 2018
60 Days Remaining



Author: Jim Beall (D-015)
Title: Construction Manager/General Contractor Project
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/15/2018
Last Amend: 06/21/2018
Disposition: Pending
Location: Assembly Appropriations Committee
Summary: Removes the cap on the number of projects for which the Department of Transportation is authorized to use the Construction Manager/General Contractor (CM/GC) method, eliminates the minimum construction costs limitation, and makes conforming changes to existing provisions. Requires certain reporting on the effectiveness of the CM/GM project delivery method relative to project cost and time savings.
Status: 06/25/2018 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-0)
CSAC: Watch
LCC: Watch

29. CA SB 1328

SESSION ADJOURNMENT
August 31, 2018
60 Days Remaining



Author: Jim Beall (D-015)
Title: Mileage-Based Road Usage Fee
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/16/2018
Last Amend: 06/04/2018
Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Extends the operation of the California Transportation Commission to create a Road Usage Charge (RUC) technical Advisory Committee until a specified date. Requires the technical advisory committee to continue to assess the potential for mechanisms, including, but not limited to, a mileage-based revenue collection system, to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system.

Status: 06/11/2018 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (10-4)

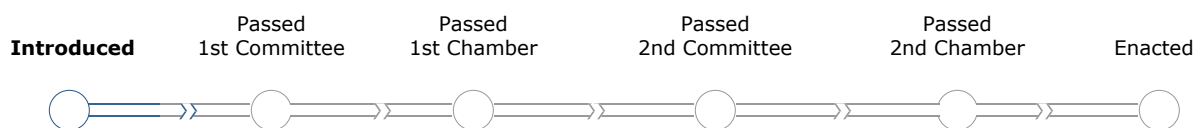
CSAC: Watch

LCC: Watch

30. CA SB 1384

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Patricia C. Bates (R-036)

Title: Repatriation Infrastructure Fund

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/16/2018

Disposition: Pending

Location: Senate Governance and Finance Committee

Summary: Relates to federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. Requires the remaining repatriation revenues to be transferred to the Repatriation Infrastructure Fund in the State Treasury, which the bill would create.

Status: 04/25/2018 In SENATE Committee on GOVERNANCE AND FINANCE: Failed passage.
04/25/2018 In SENATE Committee on GOVERNANCE AND FINANCE: Reconsideration granted.

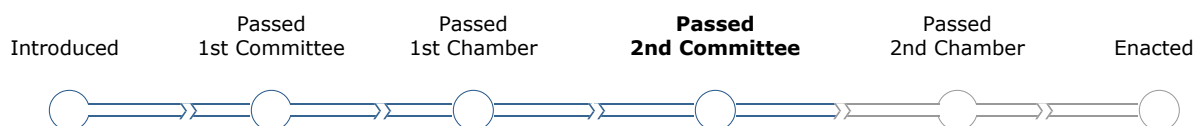
CSAC: Watch

LCC: Watch

31. CA SB 1427

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Jerry Hill (D-013)

Title: Discrimination: Veteran or Military Status

Fiscal Committee: no



Urgency Clause: no

Introduced: 02/16/2018

Last Amend: 06/07/2018

Disposition: Pending

File: 78

Location: Assembly Third Reading File  

Summary: Declares that housing discrimination on the basis of veteran or military status is against public policy. Provides that the opportunity to seek, obtain, and hold housing without discrimination because of Veteran or military status is a civil right. Includes Veteran or military status among the characteristics as relates to determining employment or housing discrimination. Authorizes the Department to provide assistance in resolving certain disputes.

Status: 06/28/2018 In ASSEMBLY. Read second time. To third reading.

BAAQMD: Support

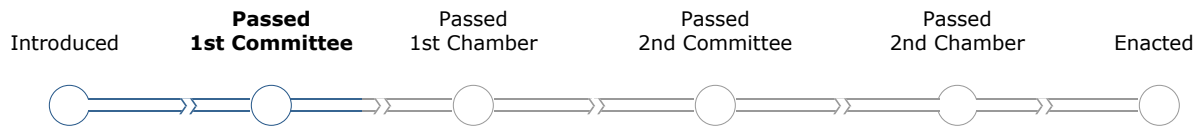
CSAC: Watch

LCC: Watch

32. CA SCA 6

SESSION ADJOURNMENT

August 31, 2018
60 Days Remaining



Author: Scott Wiener (D-011)

Title: Local Transportation Measure: Special Taxes: Voter

Fiscal Committee: no

Urgency Clause: no

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

Department/ Division/ Section	County Lead Staff/Dept	Grant Name	Website	Sponsoring Entity(s)	Eligible Project Types	CC County Submitted/ Potential Projects/ Plans/Studies	Min/Max \$ Award	Matching %/ Amount	Posting Date	Due Date	Approval Date (TWIC)	Approval Date (BOS)	Pre-Bid Workshop Date (s)	Grant Cycle (Annual, Repeat, One-off, Unknown)	Award?	Comments
DCD-Transportation	Jamar Stamps, DCD	Transportation Planning Grants (i. e., Sustainable Communities, Strategic Partnerships, and Adaptation Planning)	http://www.dot.ca.gov/hq/tpp/grants.html	Caltrans	Sustainable Communities Sub-program-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. Strategic Partnerships Sub-program and Strategic Partnerships - Transit Sub-program-Funds transportation planning studies in partnership with Caltrans that address the regional, interregional and statewide needs of the State highway system, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives .	Marsh Creek Trail	Sustainable Communities Competitive Sub-program-\$50,000-\$1,000,000 Strategic Partnership Sub-program and Strategic Partnership - Transit Sub-program-\$100,000-\$500,000	Sustainable Communities Competitive Sub-program and Strategic Partnerships - Transit Sub-program- 11.47% Strategic Partnerships Sub-program- 20%	January 2018	2/23/2018			1/18/2018	Annual	No	
DCD - Sustainability	Jody London	Transportation Planning Grants (i. e., Sustainable Communities, Strategic Partnerships, and Adaptation Planning)				Electric Vehicle Readiness Blueprint Planning (submitted jointly with Contra Costa Transportation Authority (CCTA))	Sustainable Communities Competitive Sub-program-\$50,000-\$1,000,000 Strategic Partnership Sub-program and Strategic Partnership - Transit Sub-program-\$100,000-\$500,000	Sustainable Communities Competitive Sub-program and Strategic Partnerships - Transit Sub-program- 11.47% Strategic Partnerships Sub-program- 20%	January 2018	2/23/2018	Approval to submit proposal by Ad Hoc Committee on Sustainability Jan. 22	Approval to submit proposed by BOS on Feb. 6.				
DCD-Sustainability	??	Regional Conservation Partnership Program	https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/farmbill/rcpp/	U.S. Department of Agriculture	Projects that further conservation, restoration, and sustainable use of soil, water, wildlife, and related natural resources on eligible land on a regional or watershed scale.				Pre-proposal: April 21, 2017 Full proposal (Invited): August 31 2017		??		Feb. 22, March 22, April 5			Helps fund easements and restoration costs
DCD-Sustainability		Resilient By Design	http://www.resilientbayarea.org/	Rockefeller Foundation, Bay Area Regional Collaborative	There will be one project/county. Details forthcoming.											Just being launched.
DCD-Sustainability		Measure AA Projects	http://sfbayrestore.org/sf-bay-restoration-authority-grants.php	Bay Restoration Authority			To be announced		Q3 2017		???					
DCD-Transportation	Robert Sarmiento	FY 2016 – FY 2019 EDA Planning Program and Local Technical Assistance Program	https://www.grants.gov/web/grants/view-opportunity.html?oppId=280447	U.S. Department of Commerce - Economic Development Administration	1) Planning Program- regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region. 2) Local Technical Assistance Program-projects/plans that promote effective economic development programs, such as feasibility analyses and impact studies.	Short-Line Railroad Feasibility Study in the Northern Waterfront	No minimum or maximum. Average size of a Planning grant-\$70,000, range-\$40,000 to \$200,000. Average size of a Local Technical Assistance grant-\$64,000, range-\$50,000 to \$300,000.	20%-50%, depending on certain economic criteria of the project area	December 10, 2015	Applications will be accepted on an ongoing basis until the publication of a new Planning FFO (assuming after FY 2019?).	10/9/2017	2/6/2018		2015-2019		EDA approved grant; awaiting final approval documentation
DCD-Transportation		ATP Cycle 4	http://www.catc.ca.gov/programs/atp http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html	CA Transportation Commission	1) Infrastructure Projects- Capital improvements that will further the goals of this program (e.g. increase safety and number of bike/walk trips, GHG reduction, enhance public health). 2) Plans- The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community. 3) Non-infrastructure (NI) Projects- Education, encouragement, and enforcement activities that further the goals of the ATP.		TBD	Matching funds are not required, but encouraged. Large MPOs may elect to require a funding match for projects selected through their competitive process.	May 16, 2018	July 31, 2018			Monday, May 21, 2018 Time: 9:30 a.m - 12:30 p.m. Location: Webinar and In-Person (pre-registration is required for both webinar and in-person) Caltrans HQ Board Room 1120 N Street, Sacramento, CA	Repeat		

Department/ Division/ Section	County Lead Staff/Dept	Grant Name	Website	Sponsoring Entity(s)	Eligible Project Types	CC County Submitted/ Potential Projects/ Plans/Studies	Min/Max \$ Award	Matching %/ Amount	Posting Date	Due Date	Approval Date (TWIC)	Approval Date (BOS)	Pre-Bid Workshop Date (s)	Grant Cycle (Annual, Repeat, One-off, Unknown)	Award?	Comments
DCD-Sustainability	Jody London	Electric Vehicle (EV) Ready Communities Challenge Phase I – Blueprint Plan Development	http://www.energy.ca.gov/contracts/GFO-17-604/	CA Energy Commission	Related to the EV ready community. (See grant solicitation for more info.)	Submitted jointly with Contra Costa Transportation Authority.	\$200,000	25%	December 14, 2017	February 23, 2018	Approval to submit proposal by Ad Hoc Committee on Sustainability Jan. 22	Approval to submit proposed by BOS on Feb. 6.	January 10, 2018	Unknown		
DCD-Transportation		2018 Bicycle Facilities Grant Program	http://www.baaqmd.gov/grant-funding/public-agencies/bikeways-roads-lanes-paths	Bay Area Air Quality Management District	a. Construction of one or more segments of new Class-I, II, III, or IV bikeways; b. Installation of new bicycle parking (i.e., racks and/or e-lockers).		\$10,000 (minimum) up to \$1,500,000 (maximum)	10%	January 25, 2018	March 19, 2018			•February 8, 2 PM •February 20, 10 AM			
DCD-Transportation		Lifeline Transportation Program Cycle 5	https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/tran-sit-21st-century/lifeline-transportation	Metropolitan Transportation Commission (MTC)	Lifeline projects must address transportation gaps or barriers identified in community-based transportation plans or other local planning efforts in low-income neighborhoods.		TBD	TBD	Early 2018	April 6, 2018						
		Urban Greening Program	http://resources.ca.gov/grants/urban-greening/	CA Natural Resources Agency	Eligible urban greening projects will reduce GHG emissions and provide multiple additional benefits, including, but not limited to, a decrease in air and water pollution or a reduction in the consumption of natural resources and energy.		No minimum or maximum. Total grant amount available is \$24.7 million	Match funds are not required for this program. However, projects that leverage other sources of funds may be more competitive.	January 26, 2018	April 11, 2018			Sacramento-February 14, 2018, 9 am - 12 pm Oakland-February 27, 2018, 10 am – 1 pm	Repeat		
DCD-Sustainability	Jody London	Climate Protection Grant Program	formal solicitation not posted yet	Bay Area Air Quality Management District	Projects in two program areas: 1) Reducing GHGs from existing buildings 2) Fostering innovative strategies (in multiple sectors)	Several ideas being considered	\$100,000 - \$300,000		March 2018 (Tentative)	April 30, 2018 (Tentative)						Grant program guidelines approved by BAAQMD Climate Protection Committee March 6
PWD-Transportation	Mary Halle	One Bay Area Grant (OBAG)		Metropolitan Transportation Commission (MTC) (federal CMAQ funds)	OBAG2-One Bay Area Grant cycle 2 CMAQ-congestion Mitigation and Air Quality LSRP-Local Streets and Road Preservation SR2S-Safe Routes to School FAS-Federal Aid Safety	From Uninc. County: Bailey Road Complete Streets Project (competitive) Kirkner Pass Road Open Grade Overlay Project (FAS) Contra Costa County Local Streets and Roads Presevation Project (LSRP) West Contra Costa Walk and Bike Leaders (SR2S)			December 9, 2016							
		Hazard Mitigation Grant Program		Governor's Office of Emergency Services (Cal OES)	Planning activities that reduce the effects of future natural disasters.					January 1, 2018						
		Five Star and Urban Waters Restoration Grant Program		The National Fish and Wildlife Foundation and the Wildlife Habitat Council	A variety of ecological improvements along with targeted community outreach, education and stewardship. Ecological improvements may include one or more of the following: wetland, riparian, forest and coastal habitat restoration; wildlife conservation, community tree canopy enhancement, water quality monitoring and stormwater management. Projects should also increase access to the benefits of nature, reduce the impact of environmental hazards and engage local communities, particularly underserved communities, in project planning, outreach and implementation.		\$2 million			January 31, 2018						
		Hazard Mitigation Grant Program	https://www.fema.gov/media-library/assets/documents/103279	Governor's Office of Emergency Services (Cal OES)						January 30, 2018						

Department/ Division/ Section	County Lead Staff/Dept	Grant Name	Website	Sponsoring Entity(s)	Eligible Project Types	CC County Submitted/ Potential Projects/ Plans/Studies	Min/Max \$ Award	Matching %/ Amount	Posting Date	Due Date	Approval Date (TWIC)	Approval Date (BOS)	Pre-Bid Workshop Date (s)	Grant Cycle (Annual, Repeat, One-off, Unknown)	Award?	Comments
		Proposition 1 Grant Program - Round 2		Ocean Protection Council-part of The California Natural Resources Agency	Projects benefiting California's ocean and coast Proposed projects must have a minimum budget of \$250,000, except those in the Small Grants category which require a budget of \$50,000. For more information visit http://www.opc.ca.gov/2015/05/prop1/					February 23, 2018						
DCD - Sustainability	Jody London	2018 Climate Protection Grant Program	www.baaqmd.gov	Bay Area Air Quality Management District	1. Reducing greenhouse gases from existing buildings 2. Innovative strategies 3. Fostering Innovation	Staff is developing proposal ideas in collaboration with cities, Bay Area Regional Energy Network	\$100,000 - \$300,000	None.	BAAQMD will vote 4-4; draft adopted by Climate Protection Committee March 6.	Early May (?)				One-off		
DCD - Sustainability Health Services	Jody London ???	Resilient Communities	https://www.pge.com/en_US/residential/in-your-community/local-environment/resilient-communities/resilient-communities-grant-program.page	PG&E	Projects that will help communities prepare for and withstand extreme heat events. Eligible applications will include research, planning, or demonstration projects that better position communities to manage for a future with a greater frequency and duration of heatwaves.	Staff is developing proposal ideas.	\$100,000			March 1 - May 11				Annual		
DCD - Sustainability Health Services	Demian Hardman Michael Kent	Civic Spark	http://civicspark.lgc.org/	Local Government Commission	Fellows are assigned for one year to build capacity for local governments in California to address community resilience issues such as climate change, water resource management, and access to opportunities.	County submitted application for a Civic Spark Fellow to assist with establishing a system and process to integrate all of the resources available to the most vulnerable populations in Contra Costa County. This may include, but not be limited to energy efficiency incentives, low income housing programs, and other such services the County offers to create a "healthy home" for its most vulnerable residents.	One-year services of Fellow	\$5,000 if eligible for matching funds from East Bay Energy Watch		March 16, 2018				Annual		
???	???	Environmental Enhancement and Mitigation (EEM) Grant Program	http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/	The California Natural Resources Agency	EEM projects must contribute to mitigation of the environmental effects of transportation facilities, but do not have to be from transportation agencies. Project categories include Urban Forestry, Resource Lands and Mitigation Projects Beyond the Scope of the Lead Agency.		Individual projects up to \$500,000 each, acquisition projects up to \$1,000,000 based on several factors		April 6, 2018	6/20/2018 for online submission and June 22, 2018 for printed original copy						
		Climate Adaptation and Resiliency Program		The Wildlife Conservation Board (WCB)	Projects that acquire perpetual conservation easements over natural and working lands and contain long-term conservation agreements that provide climate adaptation and resilience benefits for at least 50 years. At least 60 percent of the funds shall be made available for grants for this purpose. Projects that develop and implement natural and working lands adaptation and resiliency planning that prioritizes the conservation and management of natural and working lands, provides technical assistance for natural and working land managers, and supports efforts that improve rural-urban coordination on climate change adaptation.		\$20,000,000			August 15, 2018			Pre-application required to be considered for funding Due by 5:00 p. m., May 18, 2018 to climateWCB@wildlife.ca.gov			
		Climate Ready Grant	http://scc.ca.gov/climate-change/climate-ready-program	State of California Coastal Conservancy	The Conservancy seeks to support multi-benefit projects that use natural systems to assist communities in adapting to the impacts of climate change impacts.		\$3.8 million- no set minimum or maximum grant amounts, but anticipates funding 5-10 projects		April 20, 2018	July 2, 2018			Informational webinar on May 9 at 10am			

Department/ Division/ Section	County Lead Staff/Dept	Grant Name	Website	Sponsoring Entity(s)	Eligible Project Types	CC County Submitted/ Potential Projects/ Plans/Studies	Min/Max \$ Award	Matching %/ Amount	Posting Date	Due Date	Approval Date (TWIC)	Approval Date (BOS)	Pre-Bid Workshop Date (s)	Grant Cycle (Annual, Repeat, One-off, Unknown)	Award?	Comments
		Highway Safety Improvement Program (HSIP) Cycle 9	http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm	Federal Highway Administration	Any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. A specific safety problem must be identified and the proposed countermeasure(s) must substantially address the condition. All proposed projects must lead to and complete the construction of safety improvements.		\$100,000-\$10 million	10%	April 30, 2018	August 31, 2018			Webinar- May 16, 2018, 10: 00AM to 11: 30AM			
		BUILD (Formerly TIGER)	https://www.transportation.gov/BUILDgrants	US Department of Transportation	(1) Highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.		\$5-\$25 million	Minimum 20%		July 18, 2018 in notice; July 19, 2018 on website						



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

10.

Meeting Date: 07/09/2018
Subject: REVIEW Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.
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:

Items of interest are a standing item on the TWIC agenda.

Referral Update:

Communication Received:

6-29-18 Email from Jeanne Kreig, Tri Delta Transit Chief Executive Officer to member agency staff. The email addressed the recent effort to update their Joint Powers Agreement. The update included a reduction of the total number of members. However, concern was raised regarding the number of seats held by the County relative to the City members. As indicated in the email, given this concern the request has been withdrawn.

News/Articles/Editorials/Etc:

6-1-18 BART's New Antioch Station Is Very Popular -- and Doesn't Have Enough Parking - KQED News

"By all accounts, people in eastern Contra Costa County love the brand-new eBART line from Pittsburg-Bay Point to Antioch. In its first week of operation, the service has far exceeded its projected ridership."

6-11-18 Sonoma County to make over emergency operations after Tubbs Fire response blasted - San Francisco Chronicle

"It was frustrating. It was over-frustrating," said Supervisor Shirlee Zane, who urged the county to pay special attention to seniors and people with disabilities and include Spanish-language alerts in developing the new communications system. "The people who died in this fire were seniors and disabled."

Miscellaneous:

See attached emails from a constituent, Leland Frayseth, regarding issue with Los Vaqueros Dam"

5-21-18: CCWD's USBR Water Management Plan Final Adopted June 2017 - REJECT the plan it is not SMART:

Staff Note: The original attachment was over 200 pages. Only the Executive Summary is attached. The full document is available here:

<https://www.ccwater.com/DocumentCenter/View/3881/2017-Water-Management-Plan---DRAFT>

6-5-2018: New Copernicus satellite imagery reveals Los Vaqueros dam out of DSOD compliance for a third year

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

6-5-18 email LF to TWIC - LV Dam Erosion

TriDeltaTransit Regarding Joint Powers Update

Tubbs Fire: Sonoma-County-Emergency Operations

05-21-18 email LF to TWIC re H2OmanagementES

KQED: Antioch BART - Popular/Not Enough Parking

John Cunningham

From: Leland Frayseth <leland.frayseth@gmail.com>
Sent: Tuesday, June 05, 2018 7:20 PM
To: armando.quintero@cw.ca.gov; carol.baker@cw.ca.gov; andrew.ball@cw.ca.gov; joseph.byrne@cw.ca.gov; daniel.curtin@cw.ca.gov; joe.delbosque@cw.ca.gov; catherine.keig@cw.ca.gov; maria.herrera@cw.ca.gov; Yun, Joseph@DWR; cw@water.ca.gov; Shoemaker, Brianna@DWR
Cc: Sponsler, Michael; Geringer, Teresa; John Cunningham; Brown, Ryan-Thomas; Lia Bristol; sharon.tapia@water.ca.gov; Katja; Kristen@DWR; lfrayseth@wavecable.com; Jerry Brown; Jennifer Allen; Marguerite Patil; Rachel Murphy; John Burgh; eavila@avilaassociates.com
Subject: New Copernicus satellite imagery reveals Los Vaqueros dam out of DSOD compliance for a third year
Attachments: 090215-4 LV Dam Erosion Repair.pdf

Dear California Water Commission (CWC) Commissioners Quintero, Baker, Ball, Byrne, Curtin, Del Bosque, Keig, Herrera, staff and the public,

Please study this newly available Copernicus satellite imagery dated 4/2/2018 revealing Los Vaqueros dam out of DSOD compliance for a third year. If you do not believe my picture install Google Earth enable view historical imagery and look for rocks holding down black plastic. Please read the attached PDF of Contra Costa Water District (CCWD) Board's 2015 docket item approving repairs for this design and construction error of no drainage for the crest road causing erosion of the dam face which Division of Safety of Dams (DSOD) said needed to be repaired in 2015. For the last 3 years the CCWD board has approved additional money for these repairs the problem persists and the board recently approved granting sole source procurement of engineering services for the 275,000 AF expansion project to the engineers responsible for this design error in the 2011 160,000 AF expansion I will be paying bond debt on for the next 40 years.



You can read more and see images of Los Vaqueros dam 2017 mudslides documented in the letter I submitted to the California Water Commission (CWC) at this link https://cwc.ca.gov/Documents/2017/Correspondence/100517_LelandFrayseth_LosVaqueros.pdf

Also please note it is June 2018 and CCWD wrote they were going to repair stuck Gate 5 in Los Vaqueros' raised outlet facility this month so when DSOD sends the enforcement squad out to enforce the dam face being put into compliance they can check progress on the stuck Gate 5 repairs.

Please note Federal Emergency Management Agency (FEMA) does not reimburse for design errors or lack of maintenance I as the CCWD rate payer am on the hook for these costs. I believe CCWD may have collected the costs for the black plastic and boulders placement services for each of the last 3 winters and aggregated them with the county's costs prior to submitting them for state and federal storm emergency reimbursement.

Please reject the Los Vaqueros 275,000 acre-feet AF expansion application, do not give them any more of my money or your time.

Thank you,
Leland Frayseth



Agenda Item No. 4.
Meeting Date: September 2, 2015
Resolution: () Yes (X) No

AGENDA DOCKET FORM

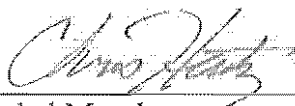
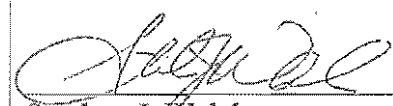
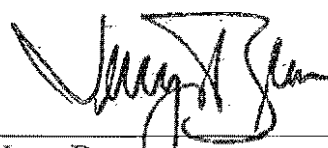
SUBJECT: AUTHORIZE CONSTRUCTION AND REPAIR SERVICES FOR THE LOS VAQUEROS DAM EROSION REPAIR PROJECT

SUMMARY: In December 2014, heavy rains and inadequate drainage along the dam crest roadway caused surface soil erosion on the downstream face of the Los Vaqueros (LV) Dam. Though not threatening to dam safety, repair of the area is needed to prevent further erosion and is required by the California Division of Safety of Dams. The damaged area has been evaluated by a geotechnical engineer, a repair approach has been designed, and the area has dried sufficiently to allow the repair to proceed. This project will replace the eroded material with material stockpiled in the LV Watershed that matches the remainder of the dam face. In addition, this project will improve the roadway drainage in this location to eliminate future erosion as a result of roadway runoff. Erosion repairs will be completed before October 15, 2015.

The Board authorized contracts with two contractors, C. Overaa & Co. (Overaa) and GSE Construction (GSE), on August 6, 2014 to provide Construction and Repair Services for planned capital projects, as well as assistance in responding to unplanned, urgent work, such as this repair. Consistent with the project controls and authority levels established for the Construction and Repair Services contracts, pricing was obtained from both contractors. Overaa provided the lowest pricing of \$109,500. The Engineer's Estimate for the repair was \$150,000. To account for the potential of changed conditions such as over-excavation of additional loose soil, \$130,000 of contract authority is requested. This task order exceeds the \$100,000 General Manager task order ceiling, and Board authorization for this task order is needed.

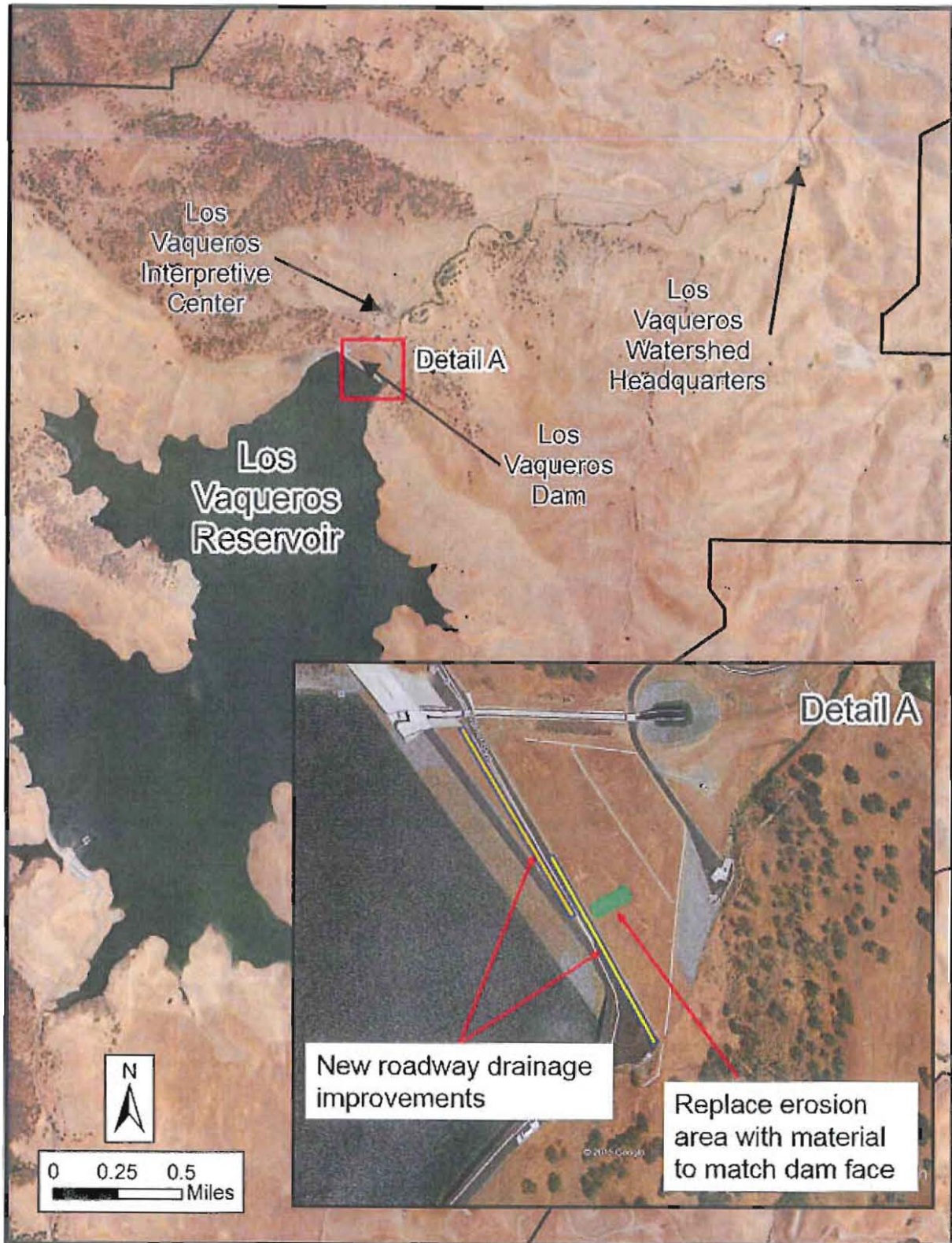
FISCAL IMPACT: The total requested authorization is \$130,000. Funding for this work is available from the FY16 Untreated Water Reservoir Rehabilitation Program budget, which was made available by re-prioritizing roadway and fencing projects in the Untreated Water Facility Improvements Program.

RECOMMENDED ACTION: Authorize execution of a task order in the Construction and Repair Services contract with C. Overaa & Co. for Los Vaqueros Dam Erosion Repair Project services in an amount not to exceed \$130,000.

 Rachel Murphy Director of Engineering	 Stephen J. Welch Assistant General Manager	 Jerry Brown General Manager
---	--	---

RRM/CH:mc

Attachment: Location Map



Location Map

John Cunningham

From: Jeanne Krieg
Sent: Friday, June 29, 2018 10:31 AM
To: John Cunningham; Ron Bernal; Vina, Gustavo; Bryan Montgomery; Joe Sbranti
Cc: Joseph Chappelle; Steve Ponte
Subject: JPA Agreement and Bylaws

The recent request to change the governance structure of the Eastern Contra Costa Transit Authority (Tri Delta Transit) has been withdrawn by the Tri Delta Transit Board of Directors. This means Tri Delta Transit's governing body will remain the same: two representatives from each member of the JPA and one member-at-large. Thanks for working with us on this!

Jeanne

Jeanne Krieg
Chief Executive Officer
Eastern Contra Costa Transit Authority
dba Tri Delta Transit

Sonoma County to make over emergency operations after Tubbs Fire response blasted

By Peter Fimrite | June 11, 2018 | Updated: June 11, 2018 7:17pm

1



Photo: Carlos Avila Gonzalez / The Chronicle

10:09 AM

9:25 AM

Sonoma County's Board of Supervisors approved plans Monday for a restructuring of emergency operations after an internal report concluded that emergency workers were unprepared for the October fires, which burned 5,143 homes and killed 23 people in and around Santa Rosa.

The restructuring includes a new, improved wireless alert system that will cause residents' cell phones to vibrate or sound an alarm in an emergency.

County officials drew criticism after they decided last year **not to send out potentially life-saving alerts** as devastating wildfires rolled through local neighborhoods. The lack of warning meant numerous **residents awoke to flames** licking up against their homes, forcing them to flee for their lives with no time to spare.

"It was frustrating. It was over-frustrating," said Supervisor Shirlee Zane, who urged the county to pay special attention to seniors and people with disabilities and include Spanish-language alerts in developing the new communications system. "The people who died in this fire were seniors and disabled."

The report, prepared by county staff, analyzed everything from the operations center to training. It said county emergency workers were overwhelmed, understaffed and not adequately trained to handle logistics in such an emergency. It largely mirrors **a California Office of Emergency Services report** issued ^{9/25/17} in February.

The wind-whipped Tubbs Fire was the worst of several fires that raged through Sonoma. It raced 12 miles into Santa Rosa, destroyed

the Fountaingrove neighborhood, jumped Highway 101 and burned down the neighborhood of Coffey Park.

“The number of fires and the inability to communicate effectively and consistently with public safety agencies on the ground created confusion and uncertainty as to how large the fires were and how quickly they were spreading,” said the report, which focused only on the civilian divisions of county government. “The inability to fully understand current conditions negatively impacted response efforts.”

As the fires continued, workers became overworked, power struggles erupted between county workers, and no liaison officer was assigned among the 200 workers in the county Emergency Operations Center to communicate with elected officials, according to the report.

“We were orphaned in the process,” said Supervisor Susan Gorin, who was especially upset by the lack of communication with cities, community organizations and special districts. “Every request for information we sent to the EOC was met with silence. We couldn’t get any information.”

The overhaul will put in place a countywide emergency warning system, including sirens and wireless emergency alerts, or WEAs. Sonoma County officials said they **did not send such an alert** as the fires raged late on the night of Oct. 8 because it would have hit phones across the entire county, possibly causing panic and traffic jams that would have blocked people from getting in and out of the area.

After **The Chronicle reported on Sonoma’s decision** not to send a wireless alert, Democratic Sens. Dianne Feinstein and Kamala Harris wrote to the Federal Communications Commission to complain. The

federal government now requires wireless carriers to more specifically target areas with wireless alerts.

Christopher Godley, the interim emergency manager for Sonoma County, said the report should not be taken as an indictment of emergency workers. He said an analysis like this is, by its very nature, critical.

"The county did relatively well in responding to this event," Godley said. "The county did not roll over, fall apart. ... I cannot think of another county in California that would have been prepared."

The supervisors also approved recommendations to strengthen county training requirements, clarify roles and hire more emergency staff.

Peter Fimrite is a San Francisco Chronicle staff writer. Email: pfimrite@sfchronicle.com Twitter: [@pfimrite](https://twitter.com/pfimrite)



Peter Fimrite

Reporter

10:09 AM

WILDFIRES AFTERMATH



PG&E says it doesn't expect to record loss for deadly North Bay



Tubbs Fire: Cause not yet released for Wine Country's biggest



In the fire-scarred Wine Country, new help for the blind in

Subject: FW: CCWD's USBR Water Management Plan Final Adopted June 2017 - REJECT the plan it is not SMART
Date: Monday, May 21, 2018 2:31:40 PM
Attachments: [CCWD USBR WMP Final wAppdx Res 17-013.pdf](#)

From: Leland Frayseth
Sent: Monday, May 21, 2018 4:57 AM
Subject: CCWD's USBR Water Management Plan Final Adopted June 2017 - REJECT the plan it is not SMART

Dear California Water Commission (CWC) Commissioners Quintero, Baker, Ball, Byrne, Curtin, Del Bosque, Keig, Herrera, Orth, United States Bureau of Reclamation (USBR) Woodley and Stemen, staff and the public,

My name is Leland Frayseth, I am a 30+ year Contra Costa Water District (CCWD) customer, I am interested in water, water cost and water quality issues. I oppose the Los Vaqueros 275,000 AF expansion. Please reject CCWD's Los Vaqueros 275,000 AF (acre-feet) expansion application because they do not have a plan and what they have is not SMART (Specific, Measurable, Achievable, Realistic and Timely).

In CCWD's Urban Water Management Plan they submitted to Department of Water Resources in 2016 they wrote "Since 1992, the District has spent over \$1.3 billion on capital improvements, including \$450 million on the Los Vaqueros Project ...". There is no mention in that plan of the additional \$795 million they are currently asking us taxpayers and rate payers for to expand Los Vaqueros to 275,000 AF. In CCWD's Water Management Plan they submitted to the United States Bureau of Reclamation adopted by their Board June 2017 and just published in the Federal Register last week there is no mention of the additional \$795 million they now seek to expand Los Vaqueros to 275,000 AF. This Copernicus satellite photo of Los Vaqueros dam illustrates what us taxpayers and ratepayers get without a plan, a reservoir that does not meet it's water quality and reliability objectives, has a stuck gate 5. recurring mudslides on the dam face, higher salinity than Delta water (probably due to evaporation) and an algal bloom.

Error! Filename not specified.

The following are my specific public review comments I am hereby submitting to USBR on CCWD's Water Management Plan Final Adopted June 2017.

1. I asked to review the plan 15 months ago the notification just appeared in the Federal Register last week this is not timely.
2. My CCWD Director John Burgh said at the 10 Jan 2018 Operations and Engineering meeting that I (Leland Frayseth) was the only one who reads the Water Management Plan, it is unacceptable to me the Director's voted for this plan without reading it. The plan needs to be shortened so the Directors read the plan. If Reclamation is providing a template for these plans their leadership needs to get their propeller heads together and come up with a concise template.
3. The plan's cover page has CCWD's 75 year anniversary logo, according to their web site last week they are now celebrating their 82 anniversary.
4. Section 1, A, 3 Table 1-3 page 10 reads 54,806 AF received calendar year 2015 however USBR table at this link reads 71,616 AF delivered to Contra Costa canal. Please explain the discrepancy. https://www.usbr.gov/mp/cvo/vungvari/table_21_2015.pdf It is unacceptable 2015 is referred to as the current year for a plan I am now reviewing May 2018.
5. Section 1 B, 9 Proposed changes and additions no mention of Los Vaqueros 275,000 AF

expansion, no mention of CCWD's agreement with DWR on WaterFix.

6. Page i, ii page numbers in 300 and 400 range are typos and should reference pages in 30 and 40 range.
7. Section 2 D, 1 Potable water quality there is no mention of CCWD's agreement with California Parks on spraying and post spraying testing procedures for application RoundUp-glyphosate (Proposition 65 warning known by the State of California to cause cancer) to control aquatic vegetation at CCWD's Rock Slough intake.

When will the revised Water Management Plan addressing my comments be available for my review?

Thank you, Leland Frayseth

30+ year CCWD customer, ratepayer, concerned citizen

Water Management Plan

REPORT TO THE UNITED STATES BUREAU OF RECLAMATION ON CONTRA COSTA WATER DISTRICT'S WATER CONSERVATION PROGRAM AND ACTIVITIES

FINAL

**Adopted
June 2017**

Board of Directors

Lisa M. Borba, President
Connstance Holdaway, Vice President
Ernesto A. Avila
Bette Boatmun
John A. Burgh

General Manager
Jerry Brown

Water Management Plan

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Water Management Plan

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APPENDIX H	CCWD BMP REPORTS (FY14, FY15 AND 10-YEAR)
APPENDIX I	EXAMPLES OF PUBLIC INFORMATION AND SCHOOL EDUCATION PROGRAMS
APPENDIX J	RESOLUTION NO. 17-013, A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CONTRA COSTA WATER DISTRICT AUTHORIZING APPROVAL OF THE CONTRA COSTA WATER DISTRICT WATER MANAGEMENT PLAN AS REQUIRED BY THE UNITED STATES BUREAU OF RECLAMATION

Executive Summary

This Water Management Plan (Plan) was prepared according to the United States Bureau of Reclamation's Mid-Pacific Region 2014 Standard Criteria. The Plan must be updated every five years and submitted to the U.S. Bureau of Reclamation (Reclamation) in accordance with Contra Costa Water District's (CCWD or District) Long-Term Renewal Contract for water service from the Central Valley Project (CVP). Information on CCWD's water supply sources and water use is provided in this Plan. This Plan also provides information on CCWD's customer base, water system facilities, and the status of CCWD's water conservation programs.

Background

The Reclamation Reform Act of 1982 expanded Reclamation's responsibilities from building and managing waterworks to also ensuring federal water is put to reasonable and beneficial use. Section 210 of the Reclamation Reform Act (RRA) requires CVP contractors to prepare and submit Water Management Plans with definite goals, appropriate water conservation measures, and timetables every five years. The Central Valley Project Improvement Act of 1992 (CVPIA) mandated Reclamation develop criteria for assessing the adequacy of these plans. The CVPIA further requires contractors to have adequate plans on file in order to obtain certain benefits or at such time as they renew their contracts.

Service Area Description

The Contra Costa County Water District was approved by the voters in 1936 as the legal entity to contract, purchase, and distribute water provided by Reclamation through the Contra Costa Canal. In 1981, "County" was dropped from the name, leaving Contra Costa Water District. The 48-mile Contra Costa Canal conveys water from the Sacramento-San Joaquin Delta (Delta), through Rock Slough, Old River and Middle River, to eastern and central Contra Costa County (County). CCWD's service area encompasses most of central and northeastern Contra Costa County, a total area of more than 140,000 acres (including the Los Vaqueros watershed area of approximately 19,100 acres). Water is provided to a combination of municipal, residential, commercial, industrial, landscape irrigation, and agricultural customers. Major municipal customers include the Diablo Water District (Oakley) and the Cities of Antioch, Pittsburg, Golden State Water Company (Bay Point) and Martinez, each of which distribute water to their retail customers. Treated water is distributed to individual customers living in the following communities in the Treated Water Service Area: Clayton, Clyde, Concord, Pacheco, Port Costa, and parts of Martinez, Pleasant Hill, and Walnut Creek. In addition, CCWD delivers water to the Diablo Water District, City of Brentwood, Golden State Water Company (Bay Point) and the City of Antioch. Antioch, Pittsburg and Martinez operate their own water treatment plants.

For the first 25 years of its existence, CCWD's main responsibility was the purchase and distribution of untreated water through the Contra Costa Canal. The cities and other water utilities within CCWD were responsible for treating water used by their customers. However, in the late 1950s, many citizens and public officials became concerned about the quality and cost of water in the central County area. To solve this problem, CCWD purchased the California Water Service

Company's Concord-area treatment, pumping, storage, and distribution facilities. In 1968, CCWD replaced the old treatment facilities with the construction of its own Ralph D. Bollman Water Treatment Plant in Concord. In 1992, CCWD completed the Randall-Bold Water Treatment Plant in Oakley that is jointly owned with the Diablo Water District (DWD). The Randall-Bold plant provides treated water to DWD, and by contract, to the Cities of Brentwood and Antioch and the Golden State Water Company (Bay Point). Additionally, the Multi-Purpose Pipeline, constructed in 2003, allows CCWD to serve new customers in the central County Treated Water Service Area (TWSA) from the Randall-Bold plant. Combined, the Bollman and Randall-Bold water treatment plants provide treated water to approximately 200,000 people in the central County area. CCWD's service area also includes a large industrial base that includes oil refineries, steel mills, and chemical manufacturing facilities. Large industrial water use accounts for approximately one-third of total water use within CCWD.

In 2004, CCWD entered into an agreement to treat water for a major new customer, the City of Brentwood. Under the agreement, CCWD constructed and is operating a 16.5 million gallons per day (mgd) treatment plant adjacent to the Randall-Bold Water Treatment Plant.

Contra Costa Water District Mission and Goals

CCWD's mission is to strategically provide a reliable supply of high quality water at the lowest cost possible, in an environmentally responsible manner. To fulfill that mission, CCWD's Board of Directors (Board) established the following CCWD goals:

1. Ensure that the District delivers high quality and reliable water supplies for current and future needs.
2. Provide excellent customer service and high levels of customer satisfaction.
3. Plan, design, and construct high quality facilities consistent with District needs and industry standards.
4. Effectively manage the District's financial resources in conformance with Board policies.
5. Ensure that all District activities surpass all applicable laws and regulations.
6. Operate, maintain, and protect District facilities in a safe and cost-effective manner.
7. Provide leadership in water affairs.
8. Actively enhance effective community relations and public information.
9. Create and maintain a work environment that fosters teamwork and individual excellence.
10. Manage and maintain Reclamation and District natural and recreation resources, and protect public safety and water quality.

Water Supply Sources

CCWD is almost entirely dependent on the Sacramento-San Joaquin Delta for its water supply; with Reclamation's CVP as the primary water source. CVP water includes unregulated and regulated flows from storage releases from Shasta, Folsom, and Clair Engle reservoirs into the Sacramento River. Other sources include the San Joaquin River, Mallard Slough (on the San Joaquin River), recycled water, a minor amount of local well water, and water transfers.

Central Valley Project Supply

CCWD's long-term CVP contract was renewed in May 2005 and has a term of 40 years (contract No. 175r-3401a-LTR1). The contract with Reclamation provides for a maximum delivery of 195,000 acre-feet per year (af/yr) from the CVP, with a reduction in deliveries during water shortages including regulatory restrictions and drought. The Municipal and Industrial (M&I) Water Shortage Policy defines the reliability of CCWD's CVP supply and was developed by Reclamation to establish CVP water supply levels that would sustain urban areas during severe or continuing droughts and provide for minimum health and safety. The M&I Water Shortage Policy provides for a minimum allocation of 75 percent of adjusted historical use until irrigation allocations fall below 25 percent.

Los Vaqueros Water Rights

CCWD obtained additional water rights for surplus Delta flows as part of the Los Vaqueros Project. Up to 95,980 acre-feet may be diverted for storage in Los Vaqueros Reservoir from November 1 of each year to June 30 of the succeeding year under Water Rights Permit No. 20749. The Los Vaqueros Water Rights supply can be used in lieu of the CVP supply. When Los Vaqueros Water Rights water is used, CVP supplies are reduced by an equivalent amount. Combined deliveries of Los Vaqueros Water Rights water and CVP water are limited to 195,000 af/yr. Little or no Los Vaqueros Water Rights water is available for diversion to storage in dry years.

Construction of CCWD's Los Vaqueros Expansion (LVE) Project was completed in 2012. The LVE Project expanded the existing Los Vaqueros Reservoir capacity from 100,000 acre-feet to 160,000 acre-feet, providing additional water supply reliability and water quality benefits.

Mallard Slough Supply

CCWD has additional water rights at Mallard Slough for a maximum diversion of Delta water of up to 26,780 af/yr. Diversions from Mallard Slough are unreliable due to frequently poor water quality in the San Joaquin River at this point of diversion. Water quality conditions have restricted diversions from Mallard Slough to approximately 3,100 af/yr (on average) with no availability in dry years. When Mallard Slough supplies are used, CVP diversions are reduced by an equivalent amount.

East Contra Costa Irrigation District

CCWD entered into an agreement with the East Contra Costa Irrigation District (ECCID) in 2000 to purchase surplus irrigation water for M&I purposes in ECCID's service area. Only a portion of ECCID is within the existing CCWD service area (estimated current demand of 6,000 af/yr). The current ECCID agreement allows CCWD to purchase up to 8,200 af/yr for service in the areas common to both districts. The agreement also includes an option for up to 4,000 af/yr of groundwater (by exchange) when the CVP is in a shortage situation. The groundwater exchange water was utilized during the 2007-2009 drought, and the 2013-2015 drought. This exchange

water can be used anywhere within CCWD's service area. Water delivered by CCWD to the City of Brentwood is purchased by the City from ECCID under a separate contract.

CCWD Water Conservation Program

CCWD has actively and consistently implemented a variety of effective water conservation programs since 1988. CCWD is a signatory to the Memorandum of Understanding Regarding Urban Water Conservation in California (MOU) developed by the California Urban Water Conservation Council (CUWCC). The District implements Best Management Practices (BMPs), as prescribed in the MOU and as required in the Standard Criteria for Evaluating Water Management Plans.

CCWD's Water Conservation Program fulfills the mission of the District by reducing long-term water demand in an environmentally responsible and cost effective manner. The long-term water savings goal for the Conservation Program is to reduce demand by five percent of what it would be in 2050 without District-implemented conservation measures. This equates to approximately 10,000 acre-feet in the year 2050. This amount is in addition to expected conservation savings from natural fixture replacement and other non-District conservation activities. CCWD is on track to meet this goal.

In November of 2009 the historic Senate Bill (SB) X7-7 (20% by 2020) was enacted to increase water use efficiency. The legislation sets an overall requirement of reducing per capita urban water use 20% by December 31, 2020. The reduction requirements apply to CCWD's wholesale customers as well. Specific water use targets to meet the SBX7-7 requirements for CCWD were evaluated in CCWD's 2010 and 2015 Urban Water Management Plans.

A detailed discussion of current water conservation activities and their status is provided in Section 4. The elements of CCWD's current conservation program include both Foundational and Programmatic BMPs.

Report Format

The 2014 Standard Criteria (Appendix A) provide a recommended format for Water Management Plans. Calendar year 2015 was selected as the reference reporting year for submittal of this Plan. The recommended Water Management Plan consists of four sections. Sections 1 and 2 include descriptive information about CCWD including land use, customer characteristics, and descriptions of the physical system and water resources. Sections 3 and 4 present the agricultural (not applicable to CCWD) and Municipal & Industrial (M&I) BMPs, including the California Urban Water Best Management Practices described in the MOU signed by CCWD in September 1991.

Appendices to this plan provide detailed information as specified in the Reclamation Guidebook. The CVPIA Criteria is included as Appendix A, and a District Facilities Map can be found in Appendix B. Appendices C contains relevant sections of CCWD's Code of Regulations regarding water supply and rates. Appendix E contains the 2015 Drought Management Plan and the Water Shortage Contingency Plan. Additional appendices include the Reclamation approval letter

(Appendix D), the Board Resolution prohibiting water waste (Appendix F), the 2015 CCWD Annual Water Quality Report (Appendix G), the annual CCWD BMP reports (Appendix H), examples of Public Outreach programs (Appendix I), and the Board Resolution adopting the Water Management Plan (Appendix J).

BART's New Antioch Station Is Very Popular -- and Doesn't Have Enough Parking



Cars parked on a roadside just outside Antioch's new BART station. **(East County Today)**

By all accounts, people in eastern Contra Costa County love the brand-new eBART line from Pittsburg-Bay Point to Antioch. In its first week of operation, the service has far exceeded its projected ridership.

But here's something they don't like: The 1,012-space parking lot at the new Antioch station has been filling up in a hurry every weekday. That has led late-comers to try parking just about any old where so they can catch the new train.

This week, "any old where" has included nearby bicycle lanes and roadsides with tall, dry -- and potentially very combustible -- grass.

BART held a meeting Friday to discuss short- and long-term steps it can take to provide more space for commuters and how to deal with illegal and potentially dangerous parking.

BART spokeswoman Alicia Trost said that among the questions raised at the meeting are whether it's possible to find under-used parking nearby. Among others who have floated that idea is a local resident who posted a video suggesting using a partially empty shopping mall parking lot: <https://youtu.be/WAsfTEVM1Oc>

Trost said BART is also evaluating whether it could build additional parking on unused portions of its Antioch property. Among the factors the agency would need to address is how much parking could be provided, how quickly and at what cost.

In the short term, though, BART is going to do what it can to shut down outlaw parking around the Antioch property.

"We are going to be blocking off the illegal spaces people were discovering this week," Trost said. She added that many of the impromptu roadside parking areas pose a high fire danger.

"People were parking on top of tall, dry grass," she said. "Hot engines can spark a fire, so that is an extreme danger."

Many drivers chose to leave their vehicles in bike lanes around the stations, prompting Antioch police to write dozens of parking citations this week.

Trost said that by putting those areas out of bounds, commuters will be prompted to drive to either the new Pittsburg Center station or the Pittsburg-Bay Point station. She said the Pittsburg Center parking lot, which has 245 stalls, did not fill up during eBART's first week. And she said that Pittsburg-Bay Point had spaces open until after 10 each morning, a situation she called "completely unheard of."

"A lot of people who were driving to Pittsburg-Bay Point are going to Antioch," Trost said. "So the idea is it will smooth out. People are going to figure out if they just cannot get to Antioch early enough" they can try the other stations.

Of the 1,000-plus parking stalls, 225 are set aside for monthly and daily passholders and for those using the Scoop carpool app. There are very long waiting lists to get reserved parking at the station, but Trost says the Scoop option has been very lightly used so far.

So far, the parking woes have not put a dent in eBART ridership. The service was projected to record about 5,600 trips a day -- the total of entries and exits at the Pittsburg Center and Antioch stations. The total trips for eBART for the first three workdays this week ranged as high as 7,441, or 33 percent over the initial projection.

Trost said that the strong first-week ridership on the new line has been matched by a decline at Pittsburg-Bay Point, the old end of the system's Yellow Line.