



## TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

September 10, 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

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. **REVIEW record of meeting for July 7, 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), Page 4.
4. **ACCEPT the Draft Flood Control Capital Improvement Plan for fiscal years 2017/2018 to 2023/2024, open a public comment period, and schedule a public hearing to be held November 2018 (date TBD).**(Gus Amirzehni, Department of Public Works), Page 15.
5. **REVIEW and REVISE as appropriate the County Sponsored Legislative Proposal, "*Seniors/Persons with Disabilities Transportation Program*" and RECOMMEND that the Board of Supervisors approve the Proposal.** (John Cunningham, Department of Conservation and Development), Page 91.
6. **DISCUSS and REVISE the County's 2019 State and Federal Legislative Platforms (TWIC Referrals Only) and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development), Page 102.
7. **CONSIDER report on Local, Regional, State, and Federal Transportation Related Issues and take ACTION as appropriate including specific recommendations in the report.** (John Cunningham, Department of Conservation and Development), Page 176.
8. **REPORTS on TWIC Referrals.** (John Cunningham, Department of Conservation and Development), Page 214.

9. **RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development), Page 213.
10. The next meeting is currently scheduled for Monday, October 8, 2018, 9:00 a.m.
11. Adjourn

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*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.*

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*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.*

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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.*

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For Additional Information Contact:

John Cunningham, Committee Staff  
Phone (925) 674-7833, Fax (925) 674-7250  
[john.cunningham@dcd.cccounty.us](mailto: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:** 09/10/2018  
**Subject:** REVIEW record of meeting for July 7, 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

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#### **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 July 7, 2018, Committee Meeting with any necessary corrections.

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

N/A

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#### **Attachments**

[07-09-18 TWIC Mtg Minutes](#)

[07-09-18 TWIC Sign-In](#)

[07-09-18 TWIC - Green Infrastructure attchmnt](#)

[07-09-18 TWIC - SFBay Area Rapid Transit Dist.](#)

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# DRAFT



## TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

July 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

Attendees: Brian Balbas, CCC PWD  
Lynette Busby, Contra Costa Centre Transit Village  
Chris Romero, Contra Costa Centre Transit Village  
Mary Halle, CCC PWD  
Jeff Valeros, CCC PWD  
Jerry Fahy, CCC PWD  
John Steere, CCC PWD  
Ben Fuller, Fehr & Peers  
Meghan Mitman, Fehr & Peers  
Jamar Stamps, CCC DCD  
Robert Sarmiento, CCC DCD

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. CONSIDER Administrative items and Take ACTION as appropriate.
4. Staff recommends approval of the attached Record of Action for the April 9, 2018, Committee Meeting with any necessary corrections.  
  
*The Committee unanimously approved the meeting record.*
5. ACCEPT report from the Public Works Department providing an update on the status of the Contra Costa County Green Infrastructure Plan Update.  
  
*The Committee accepted the report. County staff will return to the Committee at a later date to present the Final Plan.*
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.  
  
*The Committee accepted the report, forwarded the item to the Board of Supervisors consent agenda.*
7. RECEIVE update on Contra Costa County Safety Action Plan/Complete Streets implementation, DIRECT staff as appropriate.

*The Committee received the update, recommended forwarding the item to the BOS consent agenda and brand "Vision Zero." The Committee directed staff to collaborate with the regional transportation planning committees ("RTPCs") as well as Transportation Authority staff.*

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

*The Committee accepted the report, recommended scheduling a public hearing before the BOS for a draft ordinance. The Committee directed staff conduct outreach to the dockless bikeshare companies for input on the draft ordinance.*

9. 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 accepted the report.*

10. RECEIVE information and DIRECT staff as appropriate.

*The Committee received the report.*

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

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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.*

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John Cunningham, Committee Staff

# Transportation, Water and Infrastructure Committee Meeting

## July 9, 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	Email	Phone
BRIAN BARBAS	PUBLIC WORKS	BRIAN.BARBAS@PW.COUNTY.US	313-2201
Dyanita Bussby	CECA	Hannee.Bussby@costa.cantel.com	935-6337
Diana Rinkens	"	"	"
Robert Sarriente	Conservation & Development	robert.sarriente@ced.county.us	674-7822
Mary Halle	Public Works	mary.halle@pw.county.us	313-2337
Jeff Adams	Public Works	jeff.adams@pw.county.us	313-2051
Joe Steere	PW	joe.steere@pw.county.us	
Joe Silliman	PW	joe.silliman@pw.county.us	
Ben Filler	F&P	bfiller@ferward.pw.us	
Meghan Whitman	"		
Terren FARR	PW	Terren.Farr@pw.county.us	313-2276

Green Infrastructure Planning Tasks, Roles, and Timeframes—Updated June 2018 (DRAFT)

*AMASH MESA*  
7/2/18  
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#	Task Description (and reference to the specific subprovision within Provision C.3.j. that is addressed by the task)	Lead		Estimated Timeframe	Resources and Notes
		Local CCCWP	BASMAA		
<b>Tasks that should have been completed or should be scheduled now</b>					
1	Provide a staff report to City Management and Council regarding the Green Infrastructure Provision (C.3.j.i.(4)(c))	●		By June 30, 2016	See the CCCWP model staff report
2	Provide a presentation and training to interdepartmental staff regarding the Green Infrastructure Provision (C.3.j.i.(4)(b))	●		By Feb. 2017	See the CCCWP model presentation
3	Convene an interdepartmental Green Infrastructure Committee or Work Group	●		By Feb. 2017	
4	Identify planning documents requiring updates and integration with Green Infrastructure planning (C.3.j.i.(4)(h))	●		By Feb. 2017	
5	Develop a draft budget and staff assignments for completing the Green Infrastructure Plan during 2017-2019	●		By Feb. 2017	
6	Establish procedures and responsibilities for reviewing capital improvement projects (early implementation) (C.3.j.ii.)	●		By June 30, 2016	See BASMAA "Guidance for Identifying Green Infrastructure Potential in Municipal Capital Improvement Projects"
7	Begin discussions of strategy for developing capacity to plan, seek funding for, and implement Green Infrastructure projects	●		By Feb. 2017	
8	Coordinate within and between departments to develop concepts for integrated projects that serve multiple objectives	●		By Feb. 2017	
<b>Preparation of the Framework (Required to be completed by June 30, 2017)</b>					
9	Complete the Green Infrastructure Plan Framework and have it approved by the Council, Board, or City/Town Manager (C.3.j.i.(1)) and (C.3.j.i.(5)(a))				
	<b>A</b> Create a schedule for approval of the Framework	●		Jan. 2017	
	<b>B</b> Prepare a draft Framework	●		Feb. 2017	See the Framework template provided by CCCWP
	<b>C</b> Circulate and obtain comments on the draft Framework	●		March 2017	
	<b>D</b> Revise Framework and make final	●		March 2017	
	<b>E</b> Prepare a Staff Report and Presentation (if needed) for the Framework	●		April 2017	
	<b>F</b> Obtain Manager, Council, or Board Action	●		6/30/2017	
<b>Tasks to complete July 1, 2017 - September 30, 2019</b>					
10	Draft Green Infrastructure Plan (C.3.j.i.(2))				
	<b>A</b> Review and revise schedule for provision of resources to be provided countywide or regionally (this document)	●		June-Sept 2018	6/12/2018 draft update for discussion with Development Committee (6/27) and Management Committee (9/19)



#	Task Description (and reference to the specific subprovision within Provision C.3.j. that is addressed by the task)	Lead			Estimated Timeframe	Resources and Notes
		Local	CCCWP	BASMAA		
	<b>B</b> Obtain consultant resources to assist with Plan preparation	●			Aug. 2017	If needed
	<b>C</b> Create a detailed schedule for completion and approval of the Green Infrastructure Plan, and for submittal with the 2019 Annual Report	●			Aug. 2017	This task list and schedule is a living document and will be refined over the course of the Green Infrastructure Plan development process.
	<b>D</b> Prepare a Green Infrastructure Plan Template		●		May 2018	Draft sent to Permittees 4/25/2018. Next steps: Get Permittee feedback, set schedule for updating template with new information
	<b>E</b> Draft the Green Infrastructure Plan		●		Jan. 2018 – Feb. 2019	The Green Infrastructure Plan will include locally originated elements and adaptation of resources produced countywide and regionally (see tasks below)
	<b>F</b> Circulate, obtain comments and revise the draft Plan	●			Mar.-May 2019	
	<b>G</b> Council or Board action to approve the Green Infrastructure Plan and any policies required to implement the Plan	●			May – Aug. 2019	
	<b>H</b> Submit the Green Infrastructure Plan	●			Sept. 2019	
<b>11</b>	Mechanism for Identifying and Prioritizing Projects					
	<b>A</b> Create or adopt a mechanism to locate, prioritize, and map areas for potential and planned public projects on a drainage-area-specific basis (C.3.j.i.(2)(a))		●		March 2018*	*Tasks 4.4 & 4.5 in CCCSWRP Scope of Work. (needs update)
	<b>B</b> Identify targets for the amount of impervious surface to be retrofitted by 2020, 2030, and 2040 (C.3.j.i.(2)(c))	●	●			(Needs update)
	<b>C</b> Identify and prioritize projects and/or areas for potential projects for implementation by 2020, 2030, and 2040, consistent with the Reasonable Assurance Analysis (C.3.j.i.(2)(b) and C.3.j.iv.(1))	●	●			
<b>12</b>	Project Amount and Locations of Private Development (C.3.j.i.(2)(c))					
	<b>A</b> Identify or develop a methodology for projecting amount and locations of private development		●		Feb 2018	CCCWP retained LWA to obtain MTC projections from the UrbanSim program and process the data into maps. These maps are available in .kmz, GIS shapefiles, and excel summaries. Need to develop a process for Permittee staff to edit data/maps.
	<b>B</b> Apply methodology and revise/validate projections of private development based on local understanding and knowledge of development patterns	●			June 2018	
<b>13</b>	List of Prioritized Projects (C.3.j.i.(2)(b))					
	<b>A</b> Develop list of project concepts and prioritize based on evaluation of multiple benefits		●		Dec. 2017*	*Task 4.5 in the CCCSWRP Scope of Work. (Needs update)
	<b>B</b> Revise/validate project lists based on local knowledge	●			Jan.-Mar. 2018	(Needs update)
	<b>C</b> Identify projects that may be candidates for grant funding, including funding under Round 2 of the Prop. 1 Stormwater Grant Program	●			March 2018	(Needs update)

#	Task Description (and reference to the specific subprovision within Provision C.3.i. that is addressed by the task)	Lead			Estimated Timeframe	Resources and Notes							
		Local	CCCWP	BASMAA									
14	Early Implementation		●		Annually in Sept-Dec.	This task list and schedule is a living document and will be refined over the course of the Green Infrastructure Plan development process.							
							A	Prepare workplans to complete prioritized projects produced from capital improvement program review (C.3.i.(2)(j))					
							B	Prepare workplans for additional staff-identified Green Infrastructure projects					
							C	Incorporate the lists of early implementation projects and additional staff-identified projects and associated workplans into the Green Infrastructure Plan					
15	Supporting Elements and Associated Tasks				Dec 2018	The need for CCCWP assistance with this task, and the scope of any resulting deliverables, will be discussed with the CCCWP Development Committee (for discussion at June 23 meeting).							
							A	Develop a model ordinance, policy or policies for Green Infrastructure Plan Implementation (C.3.i.(3))					
							B	Review local ordinances, policies, and resolutions and determine if updates are needed to support implementation of Green Infrastructure. Document this review in the 2019 Annual Report (C.3.i.(5)(c))					
							C	Prepare an analysis of potential funding options for Green Infrastructure Projects (C.3.i.(2))					
							D	Analyze funding options for Green Infrastructure Projects and applicability to local conditions (C.3.i.(2)(k))					
							E	Develop Green Infrastructure Design Guidelines for streetscapes and other public infrastructure (C.3.i.(2)(e))					
							F	Develop specifications and typical design details for Green Infrastructure (C.3.i.(2)(f))					
							G	Develop sizing criteria for Green Infrastructure facilities in non-Regulated right-of-way projects (C.3.i.(2)(g))					
							H	Develop regionally consistent methods to track and report implementation of green infrastructure measures, including load reductions achieved (C.3.iv.(1))					
							16						
							A	Update Planning Documents (C.3.i.(2)(h))	●			Mar. 2017	
							B	Update planning documents	●			Jul. 2017 – Jun. 2019	

#	Task Description (and reference to the specific subprovision within Provision C.3.j that is addressed by the task)	Lead			Estimated Timeframe	Resources and Notes
		Local	CCCWP	BASMAA		
	<b>C</b> Identify remaining updates and reference in Green Infrastructure Plan (C.3.j.(2)(i))	●			Jul. 2019	This task list and schedule is a living document and will be refined over the course of the Green Infrastructure Plan development process.
<b>17</b>	Outreach and Education (C.3.j.i.(4))					
	<b>A</b> Participate in countywide and regional Green Infrastructure outreach and education efforts, including general outreach and targeted outreach and training for professionals involved in infrastructure planning and design (C.3.j.iii.)		●		Jan 2017 – Jun. 2019	Ongoing. 2017-2018 outreach included a segment of the April 24 C.3 workshop, and presentations to CASQA (5/10), CCTA (5/10), and CCEAC (6/21).
	<b>B</b> Implement Green Infrastructure outreach and education in connection with planning and design of green infrastructure projects (C.3.j.i.(4)(a))	●			Now – Jun. 2019	And ongoing
	<b>C</b> Develop a stakeholder education and engagement plan for Green Infrastructure Plan development, including outreach and education about the required Green Infrastructure Plan elements.	●				
	<b>D</b> Incorporate Green Infrastructure outreach on municipal websites	●			Now – Jun. 2019	
	<b>E</b> Provide updates to elected officials on Green Infrastructure requirements and methods of implementation (C.3.j.i.(4)(c))	●			Periodic	CCCWP assisted with outreach materials regarding GI Plan requirements through the Framework development process.

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## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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### MEMORANDUM

**TO:** Board of Directors **DATE:** May 23, 2018  
**FROM:** Carl Holmes  
**SUBJECT:** Regulating Dockless Shared Personal Mobility Devices at BART Stations

The purpose of this memo is to brief BART Board members on efforts to accommodate and regulate dockless shared bicycles and other shared personal mobility devices, such as shared electric scooters, on BART property. Shared “dockless devices” are an emerging service with opportunities and new issues arising almost daily.

Unlike the Ford GoBike dock-based bike sharing system, dockless devices allow users to end their rides and park anywhere they like. There are multiple companies in the Bay Area market and they are quickly expanding beyond traditional bicycles to electric assist bicycles, electric scooters and likely other mobility devices in the near future.

#### DISCUSSION

In 2016, the Board adopted Station Access Policy and Station Access Performance Targets that provide direction to staff to encourage/support active access modes. Although the range of service continues to evolve, for the moment staff is considering the shared mobility devices described here as active access modes.

As an additional point of reference, BART has experience with policies and regulations for similar personal mobility technologies (though these were not shared devices). With the introduction of the Segway Personal Transporter a decade ago, the BART Board adopted an Electronic Personal Assistive Mobility Device (EPAMD) Policy in August 2008. The EPAMD policy was generally focused on regulating use on vertical circulation elements and concourses.

The new shared mobility services can both benefit BART riders, and present challenges for safe, orderly operation on BART property. On the benefit side, these mobility services can provide:

- flexible, affordable first and last mile solutions for riders
- active access opportunities to improve public health
- a broader distribution than dock-based systems which have a much higher capital cost and therefore are less feasible outside denser urban areas
- an alternative to bringing a bike on a train
- an alternative to parking a personal bike at a station—addressing concerns of theft and the need for BART to provide secure parking

Potential challenges may include:

- safety issues if parked improperly (e.g. tripping hazard)
- blocking accessible paths of travel or other pedestrian movement areas
- evidence of appropriate insurance coverage
- visual “clutter” if dockless devices fall over, end up in landscaping or broken devices are not removed
- an additional burden on station-level operations staff to monitor for compliance and request remedy from operator
- depending on dockless revenue model, compliance with BART advertising policies and advertising contract


The intent moving forward is to allow BART riders to take advantage of these new and evolving access options and to regulate them in a way which ensures they are operated in an orderly, safe manner on BART property.

#### PROPOSED PROPERTY USE AND OPERATING AGREEMENT

Each operator who wishes to park their shared bikes or scooters at BART stations will need to enter into a property use and operating agreement. Because there are limited precedents on which to base these agreements and because of the evolving nature of these services, staff is recommending that initial agreements are set-up as six-month pilots. The agreement is designed to be cost neutral so that any capital or operating expense is covered by the operator. The proposed agreements will include the following:

- each company must be permitted to operate on the local jurisdiction’s public right-of-way within the city where participating BART stations are located or an immediately adjacent jurisdiction (on a case by case basis) before BART will permit operation.
- creation of designated parking areas at each station. Each parking area will be approved by BART, demarcated in a clear manner and include racks to help hold bikes upright. Users will be required to park in these designated areas.
- require proof of insurance as defined by BART’s Risk Manager.
- define a remedy protocol to correct improperly parked or abandoned bikes including specified response times (e.g. within two hours between 6am and 6pm weekdays and within 10 hours all other times).
- a prohibition on advertising of any kind other than the operating company’s name/logo
- sharing of data on usage of bikes at BART stations to guide regulation and evaluate effectiveness.

Please contact me at (510) 464-7592 should you have any questions or comments.



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Carl Holmes

cc: Board Appointed Officers  
Deputy General Manager  
Executive Staff



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

**Meeting Date:** 09/10/2018

**Subject:** Draft Flood Control Capital Improvement Plan for Contra Costa County  
Flood Control & Water Conservation District

**Submitted For:** TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

**Department:** Conservation & Development

**Referral No.:** 7

**Referral Name:** Review issues associated with County flood control facilities.

**Presenter:** Gus Amirzehni, Public Works  
Department

**Contact:** Gus Amirzehni  
(925)313-2128

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### **Referral History:**

This is a new item, and as such, it has not been taken up previously by the Transportation, Water and Infrastructure Committee or the Board of Supervisors.

### **Referral Update:**

The Flood Control Capital Improvement Plan (Plan) is a programming document for the funding of capital projects within the Contra Costa County Flood Control and Water Conservation District (District). The Plan is prepared under the guidance of the District Expenditure Policy and is intended to inform the public and community stakeholders about flood control projects. The policy sets priorities within three specific program categories in establishing the Plan. The program categories in order of priority are: System Preservation, Public Safety, and System Expansion.

The District has prepared the Draft Flood Control Capital Improvement Plan to program capital projects for flood control improvements throughout Contra Costa County for fiscal years 2017/2018 to 2023/2024.

The draft Plan is presented to the Transportation, Water and Infrastructure Committee to open a public comment period. In the next eight weeks, the draft Plan will be circulated for review and comment to community stakeholders and interested parties, including the Contra Costa Watershed Forum and the Contra Costa County Fish and Wildlife Committee. A copy of the draft Plan will also be made available for public review at the District office and posted on the District website. After comments are received, considered and incorporated, staff will request that the Transportation, Water and Infrastructure Committee hold a public hearing at its scheduled November meeting (November meeting date TBD) before forwarding the Plan to the Board of Supervisors for final adoption.

In summary, the Draft Plan recommends 43 projects within the District representing an investment of approximately \$54 million over a 7-year period. Approximately \$31 million of this investment is planned to be directly funded through various flood control funds, and \$3 million is currently planned to come from other local, State, or federal grants. The remaining portion of this investment is currently unfunded, but as projects are further developed, additional funds are expected to be sought and received.

About 71% of the planned projects support the District's first program priority—System Preservation. About 28% support a system expansion to reduce flood risks while the remaining 1% improve public safety.

Review and approval of the Plan does not automatically approve capital projects. Capital projects are subject to separate public review, engineering feasibility analysis, environmental assessment, and final approval by the Board of Supervisors. The Plan is intended to be a living document updated every two years or as needed.

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

ACCEPT the draft Flood Control Capital Improvement Plan for fiscal years 2017/2018 to 2023/2024, open a public comment period, and schedule a public hearing to be held November 2018 (date TBD).

**Fiscal Impact (if any):**

Funding for most of the proposed projects is 100% from various flood control funds with no impact to other County funds. As projects are developed, State and federal grants will be sought to augment District funds.

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**Attachments**

DRAFT Flood Capital Improvement Plan

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



**DRAFT Flood Control Capital Improvement Plan  
2018 Update**

**Fiscal Year 2017/2018 – 2023/2024**

**CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

**June 2018**

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**LIST OF FIGURES AND TABLES:**

- Figure 1: 7-Year CIP Location Map
- Table 1: 7-Year Flood Control CIP Overall Summary
- Table 2: 7-Year Flood Control CIP List
- Table 3: Unprogrammed Future Projects List

**APPENDICES:**

- Appendix A: Detailed Project Information
- Appendix B: Unprogrammed Future Projects Details

## 2018 FLOOD CONTROL CAPITAL IMPROVEMENT PLAN

### A. INTRODUCTION AND OVERVIEW

The Flood Control Capital Improvement Plan (CIP) is a programming document for the funding of capital flood control projects<sup>1</sup> within the Contra Costa County Flood Control and Water Conservation District (District). The District's jurisdictional boundary covers the entire Contra Costa County and includes cities in addition to the unincorporated County communities.

The District operates 79 miles of flood control channels, 29 dams and detention basins, and 47 drop structures throughout the County. These facilities are on 4,189 parcels covering over 1,500 acres, and provide the regional backbone of flood protection in Contra Costa County. The CIP is prepared in accordance with the District's Expenditure Policy and presented to the Board of Supervisors for approval. This CIP is intended to be updated every two years and it provides a 7-year outlook on the District's capital activities in support of the regional, long-range development and related flood control plans.

It is recognized that local communities have direct interest in the regional flood control projects and that those projects can impact a wide range of stakeholders. Therefore, the District is committed to developing projects in an open, community-based planning process. Furthermore, development of consistent stormwater management strategies in the region requires close coordination between local governments, regulators, as well as developers and landowners. Those strategies include concepts for comprehensive watershed management and resilient and sustainable design integration. To the extent feasible, those concepts have been incorporated into the development of this CIP. It is the intention of the District to continue to work collaboratively with all stakeholders to coordinate the implementation of regional drainage improvements.

Approval of this CIP by the Board of Supervisors does not automatically approve projects for implementation. Flood control projects typically require years of advance planning, coordination, and cooperation between various agencies and community stakeholders. This CIP is prepared as a programmatic, planning-level document that intends to guide the District to program and initiate preliminary engineering work on the identified projects. Each project must undergo its own individual feasibility analysis and environmental assessment. As such, scope and cost of each project is preliminary and may change after additional reviews. Some projects may later prove to be infeasible or not cost-effective and may be dropped from subsequent plans.

<sup>1</sup> A capital project is a long-term capital investment that constructs, expands, renovates, or replaces a facility or facilities, often called infrastructure.

## B. FUNDING CHALLENGES AND PRIORITIES

Over the years, the District's revenues have been constrained by fiscally-restrictive, state-wide ballot measures, while the cost of operations and maintenance has increased significantly due to more stringent regulatory requirements and aging facilities. As a result, deferred maintenance has created over \$24 million backlog of facility repair and restoration work throughout the District. In response to these challenges and increasing demand for more capital improvements, in 2005, the Board of Supervisors, as the governing Board of the District, established the Flood Control Expenditure Policy to provide overall fiscal programming direction and guidance to staff in developing the District's capital improvement program. That Policy, generally, dictates that the District establish Capital Improvement Plans and give the highest priority to those projects that preserve the existing infrastructure and extend the useful life of a facility.

## C. REVENUE SOURCES

Funds for flood control improvements are mainly derived from property tax assessments, development and special benefit fees, and federal and state grants. Property tax and fee assessments are typically collected through various Flood Control Zones, Drainage Areas, and Benefit Assessment Areas. These areas have been established throughout the District over the years. A map of established Drainage Areas and Drainage Zones is shown in Figure 1. The following provides a summary description of funding sources from those areas and other revenue sources:

### 1. Flood Control Zone Property Tax Assessments

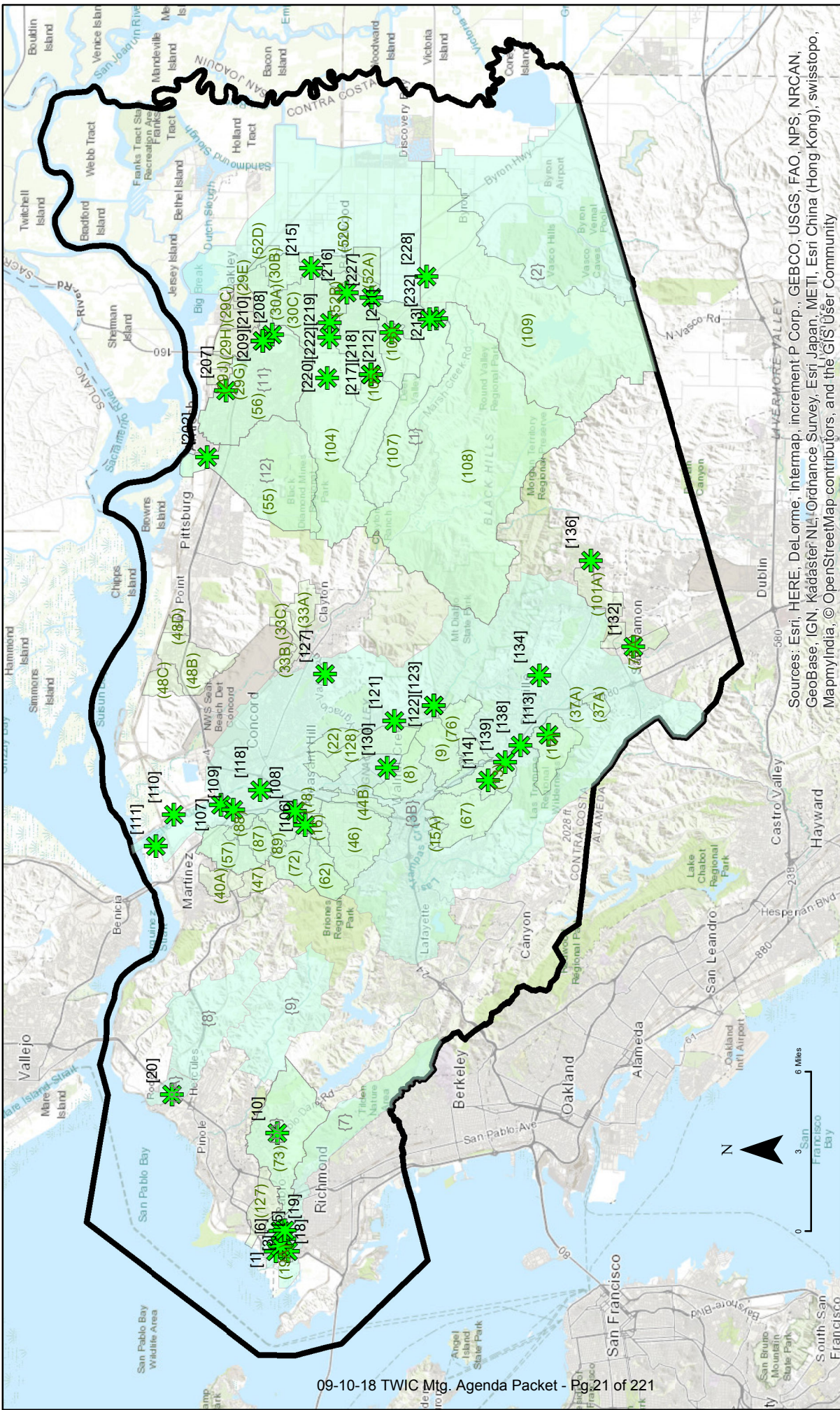
Flood Control Zones were established over entire watersheds to fund the design, construction, and maintenance of flood control and water conservation facilities in the watershed. Funding resources vary from Zone to Zone with some Zones having no operating funds. In most cases, funding is not sufficient to maintain existing improvements, construct additional drainage facilities needed to provide the desired level of flood protection, or restore flood control channels to sustainable natural systems<sup>2</sup>. There are 14 identified major watershed Flood Control Zones in the District. Ten Flood Control Zones have been formed, but only five generate tax revenue.

### 2. Drainage Area Fees

Drainage Areas were formed, as subwatersheds of Flood Control Zones, to provide funding for the construction of drainage improvements needed to mitigate increased storm runoff resulting from development within the subwatershed area<sup>3</sup>. Drainage Areas typically do not provide funding for ongoing maintenance of the DA improvements. There are 180 Drainage

<sup>2</sup> Funding discrepancy between Zones is mainly due to Proposition 13 which effectively fixed property tax rates and constrained the District's ability to raise new revenues.

<sup>3</sup> Drainage Areas are analogous to the "Areas of Benefits" or "AOB" that collect revenues and fund transportation projects.



# Contra Costa County Flood Control and Water Conservation District DRAFT 7-Year CIP Location Map

- Legend**
- Project Locations [ID #]
  - Drainage Areas (DA#)
  - Drainage Zones {DZ#}

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

**Figure 1**

Areas identified in the District representing small watersheds or subwatersheds. Sixty-three of the Drainage Areas have been formed and have an adopted plan and a drainage fee ordinance. These are in areas where development has, is, or will be occurring. As such, revenues from these areas are dependent on the housing and land development economy.

3. Drainage Area Benefit Assessments

Drainage Area Benefit Assessments (DABA) are funds that are typically used on operation, maintenance, and repair of storm drainage facilities in a defined drainage benefit assessment area. There are currently seven DABAs established in the District.

4. Drainage Area Tax Assessments

Three of the 63 formed Drainage Areas receive a small portion of tax revenue in addition to, or instead of, developer fees. Drainage Area property tax revenue is typically spent on the design, construction, operation, maintenance, repair, rehabilitation, and reconstruction of storm drainage facilities within the Drainage Area.

5. Federal and State Grants

The District has been successful in seeking and obtaining various state and federal grants for many of its projects in the recent past and continues to pursue those sources actively for future projects. In general, federal and state grants are becoming more competitive and very limited for single-purpose, flood control projects. This is a change from past decades when state and federal grants provided a majority of the District's capital funding. Most grants now provide assistance to projects that provide grant-specific environmental benefits. This is another incentive for the District to incorporate environmental components to its flood control projects in order to be competitive with state and federal grants.

## **D. 2018 FLOOD CONTROL CAPITAL IMPROVEMENT PLAN**

In accordance with its Expenditure Policy, the District sets priorities within three specific program categories in establishing its capital program. These priorities are then balanced with the available funding in given Flood Control Zones or Drainage Areas to ensure the most feasible project delivery. The program categories in order of priority are:

1. System Preservation
2. Public Safety
3. System Expansion

Based on the Expenditure Policy framework, a total of 43 projects representing an investment of \$53 million over seven years make up this plan's recommended projects. Figure 1 shows the geographic location of the proposed projects. Table 1 below provides an overall summary of recommended projects by funding entity highlighting project locations by watershed/major creek.



**Table 1. 7-Year Flood Control Capital Improvement Overall Summary**  
(By Fund Source/Creek)

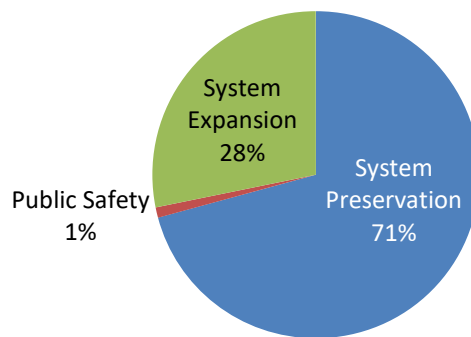
Funding Source/Creek	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2023-25	Totals
<b>Flood Control Zone 1</b>	\$ 481,571	\$ 590,000	\$ 1,306,000	\$ 1,059,000	\$ 468,000	\$ 1,640,000	\$ 420,000	\$ -	\$ 5,964,571
Marsh *	\$ 391,571	\$ 430,000	\$ 1,306,000	\$ 1,059,000	\$ 468,000	\$ 1,500,000	\$ 210,000	\$ -	\$ 5,364,571
Dry	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000	\$ 210,000	\$ -	\$ 350,000
Deer	\$ 90,000	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
<b>Flood Control Zone 3B</b>	\$ 770,000	\$ 1,158,000	\$ 7,818,000	\$ 5,585,000	\$ 305,000	\$ 20,000	\$ 40,000	\$ -	\$ 15,696,000
Grayson *	\$ 160,000	\$ 271,000	\$ 2,760,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 3,791,000
Walnut *	\$ 215,000	\$ 417,000	\$ 4,775,000	\$ 4,800,000	\$ -	\$ -	\$ -	\$ 4,846,500	\$ 10,207,000
Pacheco *	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ 150,000
Pine	\$ -	\$ -	\$ 143,000	\$ 110,000	\$ 230,000	\$ -	\$ -	\$ -	\$ 483,000
Galindo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 40,000	\$ -	\$ 60,000
San Ramon	\$ 20,000	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 915,000
Various	\$ 375,000	\$ 400,000	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
<b>Flood Control Zone 6A - San Pablo</b>	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ -	\$ 40,000
<b>Flood Control Zone 7 - Wildcat</b>	\$ -	\$ 27,000	\$ -	\$ 20,000	\$ 27,000	\$ -	\$ 20,000	\$ -	\$ 94,000
Drainage Area 10	\$ -	\$ -	\$ 17,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000
Drainage Area 13	\$ 20,000	\$ 333,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 653,000
Drainage Area 46 - Grayson/Murderer's *	\$ -	\$ -	\$ -	\$ 528,000	\$ 626,000	\$ -	\$ -	\$ -	\$ 1,154,000
Drainage Area 55 - Antioch	\$ 827,000	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,107,000
Drainage Area 56 - Antioch	\$ 90,000	\$ 225,000	\$ 1,078,000	\$ 500,000	\$ 115,000	\$ 108,000	\$ 102,000	\$ -	\$ 2,218,000
Drainage Area 73	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Drainage Area 75A	\$ 10,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Drainage Area 130	\$ 36,050	\$ 192,000	\$ 920,000	\$ 166,000	\$ 353,000	\$ 814,000	\$ 1,607,000	\$ -	\$ 4,088,050
Marsh *	\$ 26,050	\$ 100,000	\$ 867,000	\$ -	\$ 11,000	\$ 77,000	\$ 578,000	\$ 55,000	\$ 1,659,050
Deer	\$ -	\$ -	\$ 22,000	\$ 39,000	\$ 215,000	\$ 88,000	\$ 594,000	\$ 5,143,000	\$ 958,000
Sand	\$ 10,000	\$ 92,000	\$ 31,000	\$ 127,000	\$ 127,000	\$ 649,000	\$ 435,000	\$ 76,000	\$ 1,471,000
<b>Drainage Area 910</b>	\$ -	\$ 26,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,000
<b>Drainage Area 1010A - Shadow</b>	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
Grants - Walnut *	\$ 175,000	\$ 400,000	\$ 237,000	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 2,062,000
Other - Grayson *	\$ 140,000	\$ 146,000	\$ 900,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,286,000
<b>Unfunded</b>	\$ 23,000	\$ 353,000	\$ 40,000	\$ 8,000,000	\$ 6,407,000	\$ 3,430,000	\$ 890,000	\$ 4,846,500	\$ 19,143,000
Wildcat/San Pablo/Rodeo	\$ -	\$ -	\$ 40,000	\$ -	\$ 273,000	\$ -	\$ -	\$ -	\$ 666,000
Grayson/Murderer's *	\$ -	\$ -	\$ -	\$ -	\$ 34,000	\$ -	\$ -	\$ -	\$ 34,000
Walnut *	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 500,000	\$ 450,000	\$ 450,000	\$ 4,846,500	\$ 9,400,000
Pacheco *	\$ -	\$ -	\$ -	\$ -	\$ 5,600,000	\$ -	\$ -	\$ -	\$ 5,600,000
Galindo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,000	\$ -	\$ 440,000
Marsh *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,980,000	\$ -	\$ -	\$ 2,980,000
Kellogg	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000
<b>Totals</b>	\$ 2,572,621	\$ 3,850,000	\$ 12,616,000	\$ 17,278,000	\$ 8,301,000	\$ 6,012,000	\$ 3,099,000	\$ 4,846,500	\$ 53,728,621

\* Projects with multiple funding sources

Each location shown in the list may have several projects in various phases of development and implementation.

It must be noted that some of the recommended projects are partially unfunded. Approximately \$31 million is planned to be funded through various flood control funds and \$3 million is planned to come from other local, State, or federal grants. An additional \$19 million will be needed to fully fund the projects. As projects are further developed, efforts will be made to seek additional resources. A more detailed list of all projects within each funding entity, including partially unfunded, is included in Table 2.

As stated above, priorities set for each project are based on the framework outlined in the District's Expenditure Policy. Approximately, 71% of planned capital expenditures will fund system preservation while 28% will support system expansion in support of flood risk reduction. The remaining 1% will improve public safety. Figure 2 below shows the breakdown of capital expenditures by program priority.



**Figure 2. 7-Year CIP Expenditure by priority**

Additionally, detailed information about each project is included in Appendix A. The information provided for each project includes project name, description, justification, cost estimate, funding source(s), program priority, and anticipated expenditure plan category.

Each project is assigned a unique number. Projects with numbers from 1 to 99 are located in West County, 100 to 199 are in Central County and 200 and greater are in East County. Projects are presented in numerical order.

Generally, all identified projects are led by the District; however, for the purpose of completeness, this CIP may include some projects that are co-funded by the District, but managed in partnership with other jurisdictions. It must be noted that in addition to capital projects, this CIP also includes several hydraulic, seismic, and condition assessment studies that support capital projects.





Funding Source	ID	Project Title	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Totals
<b>Drainage Area 1010A</b>			\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
<b>Grants</b>	136	Shadow Creek Basin Conditions Assessment [WO TBD]	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
	110	Lower Walnut Creek Restoration Project [8285]	\$ 175,000	\$ 400,000	\$ 237,000	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 2,062,000
<b>Other</b>			\$ 140,000	\$ 146,000	\$ 900,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 1,286,000
<b>Unfunded</b>	107	Grayson Creek Levee Rehabilitation at CCCSD Treatment Plant [8348]	\$ 140,000	\$ 146,000	\$ 900,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 1,286,000
	5	Wildcat Sediment Basin Desilt [WO TBD]	\$ 23,000	\$ 353,000	\$ 40,000	\$ 8,000,000	\$ 6,407,000	\$ 3,430,000	\$ 890,000	\$ 19,143,000
	18	San Pablo Conditions Assessment [WO TBD]	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
	19	Wildcat Conditions Assessment [WO TBD]	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
	20	Rodeo Conditions Assessment [WO TBD]	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
	106	DA46 Grayson and Murderer's Creek Subregional Improvements [TBD]	\$ -	\$ -	\$ -	\$ -	\$ 34,000	\$ -	\$ -	\$ 34,000
	110	Lower Walnut Creek Restoration Project [8285]	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 500,000	\$ 450,000	\$ 450,000	\$ 9,400,000
	111	Pacheco Marsh Restoration [8494]	\$ -	\$ -	\$ -	\$ -	\$ 5,600,000	\$ -	\$ -	\$ 5,600,000
	127	Galindo Creek Improvements [WO TBD]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,000	\$ 440,000
	213	Marsh Creek Reservoir Capacity and Habitat Restoration [8495]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,980,000	\$ -	\$ 2,980,000
	228	Kellog Conditions Assessment [WO TBD]	\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000
		<b>Totals</b>	\$ 2,572,621	\$ 3,850,000	\$ 12,616,000	\$ 17,278,000	\$ 8,301,000	\$ 6,012,000	\$ 3,099,000	\$ 53,728,621

## E. UNPROGRAMMED FUTURE PROJECTS

Unprogrammed future projects are those that have been scoped, but not yet programmed for funding in the next 7 years. Those projects are expected to be included in future plans for implementation after 2024. Table 3 includes a list of future projects. Details of these projects are included in Appendix B.

Funding Source	ID	Project Title	FY 2024-
<b>Flood Control Zone 3B</b>			<b>\$ 13,767,000</b>
	124	Pine Creek Reservoir Sediment Removal and Capacity Restoration [WO TBD]	\$ 5,000,000
	125	San Ramon Creek Sediment Removal near San Ramon Bypass [WO TBD]	\$ 363,000
	128	Green Valley Creek Improvements up to 1st Crossing of Diablo Road [WO TBD]	\$ 6,600,000
	129	Green Valley Creek Improvements Upstream of 2nd Crossing of Diablo Road [WO TBD]	\$ 1,804,000
<b>Drainage Area 33A</b>			<b>\$ 209,779</b>
	120	DA 33A Concord Boulevard Culvert Replacement [WO TBD]	\$ 209,779
<b>Drainage Area 48B</b>			<b>\$ 429,000</b>
	201	DA 48B Line A at Port Chicago Highway	\$ 429,000
<b>Drainage Area 55</b>			<b>\$ 215,000</b>
	205	Fitzuren Road Remainder Parcel	\$ 215,000
<b>Drainage Area 109</b>			<b>\$ 270,000</b>
	225	DA 109 - Kellogg Creek Project Development	\$ 270,000
<b>Unfunded</b>			<b>\$ 50,839,221</b>
	7	Wildcat Creek Habitat Improvements (USACE 1135 Program) [8619]	\$ 2,000,000
	9	Wildcat / San Pablo Creeks Phase II [WO TBD]	\$ 12,045,000
	12	Pinole Creek Habitat Restoration (1135 Project) [8493]	\$ 6,250,000
	17	Sustainable Capacity Improvement at Rodeo Creek [WO TBD]	\$ 10,285,000
	23	Canada di Cierbo Habitat Improvement [WO TBD]	\$ 3,000,000
	117	DA 67 - Tice Creek Bypass [WO TBD]	\$ 2,481,000
	120	DA 33A Concord Boulevard Culvert Replacement [WO TBD]	\$ 87,221
	203	West Antioch Creek Improvements - L Street to 10th Street [WO TBD]	\$ 4,906,000
	204	West Antioch Creek Improvements at Highway 4 [WO TBD]	\$ 2,200,000
	206	East Antioch Creek Marsh Restoration [WO TBD]	\$ 7,585,000
<b>Totals</b>			<b>\$ 65,730,000</b>

**Table 3. Unprogrammed Future Projects**

## **F. FUTURE UPDATES**

As staff develops and implements these capital projects, future CIP updates will include information on the progress and delivery of the listed projects. Additionally, efforts on the identification of funding shortfalls and additional funding sources to support the District's capital needs are underway. The 2013 Report on the Status of Flood Protection Infrastructure and its 2017 update provided some information about those efforts. Additional detailed information will be reported in future updates.

## **G. CREDITS**

Prepared By: Gus Amirzehni, PE

Reviewed By: Paul Detjens, PE

List of Appendices:

Appendix A Detailed Project Information Sheets

Appendix B Unprogrammed Future Projects Details

*Appendix A* Detailed Project Information

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** San Pablo Creek Silt Survey  
**WORK ORDER:** WO TBD ID: 1  
**PROJECT DESCRIPTION:** Perform focused topographic surveys at six predesignated cross section locations to determine the amount of sediment accumulation and to determine the need for channel desilting. Channel desilting, once determined to be needed, would be scoped under a separate CIP entity.  
**PROJECT NEED:** The current operations and maintenance manual produced by the Corps requires annual sediment surveys. These surveys are a method to determine channel capacity and are in lieu of a more comprehensive survey and hydraulic model.  
**SUPERVISOR DISTRICT:** I  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 4  
**FUNDING SOURCE(S):** Flood Control Zone 6  
**TOTAL PROJECT COST:** \$40,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 6A	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000

**LOCATION:** Richmond, North Richmond



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Wildcat Creek Silt Survey  
**WORK ORDER:** 9705 ID: 3  
**PROJECT DESCRIPTION:** Perform focused topographic surveys at six predesignated cross section locations to determine the amount of sediment accumulation and to determine the need for channel desilting. Channel desilting, once determined to be needed, would be scoped under a separate CIP entity.  
**PROJECT NEED:** The current operations and maintenance manual produced by the Corps requires annual sediment surveys. These surveys are a method to determine channel capacity and are in lieu of a more comprehensive survey and hydraulic model.  
**SUPERVISOR DISTRICT:** I  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 4  
**FUNDING SOURCE(S):** FC Zone 7, TBD  
**TOTAL PROJECT COST:** \$40,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 7		\$0	\$0	\$20,000	\$0	\$0	\$20,000

**LOCATION:** Richmond



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Wildcat Sediment Basin Desilt  
**WORK ORDER:** WO TBD ID: 5  
**PROJECT DESCRIPTION:** Remove accumulated sediment from the Wildcat Creek Sediment Basin and stockpile on adjacent storage site for later off haul.  
**PROJECT NEED:** The Wildcat Creek sediment basin is designed to trap sediment and prevent sediment accumulation in more sensitive areas downstream. If it is not periodically desilted, the basin becomes less effective and sediment escapes downstream.  
**SUPERVISOR DISTRICT:** I  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Flood Control Zone 7, Unfunded  
**TOTAL PROJECT COST:** \$900,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$300,000	\$0	\$0	\$300,000	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 7	\$0	\$27,000	\$0	\$0	\$27,000	\$0	\$0
Unfunded	\$0	\$273,000	\$0	\$0	\$273,000	\$0	\$0

**LOCATION:** Richmond



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Basin was last desilted in 2010-2011.



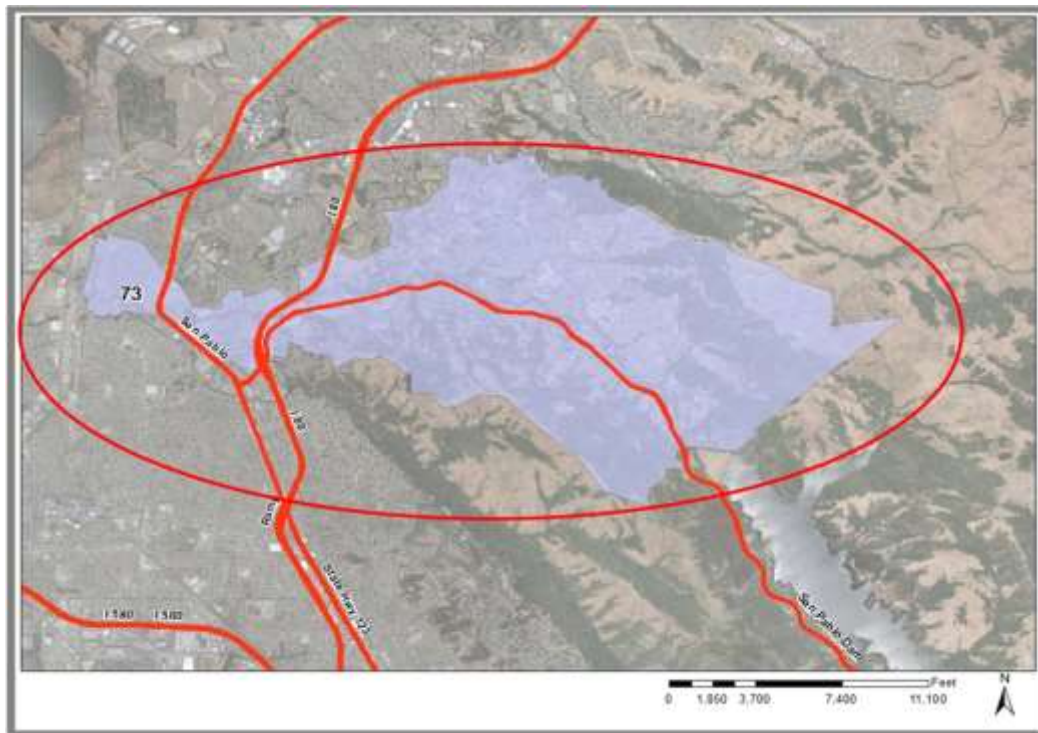
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** DA 73 Drainage Plan Update - Richmond  
**WORK ORDER:** WO TBD ID: 10  
**PROJECT DESCRIPTION:** Update the Drainage Area 73 Drainage Plan to reflect community needs  
**PROJECT NEED:** Drainage Area 73 has an outdated plan, and it does not reflect current drainage needs. In collaboration with the City of Richmond and community stakeholders, this project will develop an updated drainage plan and a list of drainage projects to accommodate current drainage needs.  
**SUPERVISOR DISTRICT:** I  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Drainage Area 73  
**TOTAL PROJECT COST:** \$50,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 73	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0

**LOCATION:** Richmond



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

PROJECT NAME: San Pablo Conditions Assessment ID: 18  
 WORK ORDER: WO TBD  
 PROJECT DESCRIPTION: Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
 PROJECT NEED: Need to identify deficiencies and conduct a retrofit plan, if needed.  
 SUPERVISOR DISTRICT: I & II  
 PROGRAM TYPE: System Preservation  
 PROJECT PRIORITY: 1  
 FUNDING SOURCE(S): Unfunded  
 TOTAL PROJECT COST: \$20,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
PROJECT EXPENDITURES:	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0
FUNDING SOURCE(S):							
Unfunded	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0

LOCATION: Richmond, El Sobrante, and San Pablo, Community of North Richmond



EAST COUNTY HABITAT CONSERVATION PLAN (Y/N): No

NOTE:

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Wildcat Conditions Assessment  
**WORK ORDER:** WO TBD ID: 19  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** I  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control District Fund 7505  
**TOTAL PROJECT COST:** \$20,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Unfunded	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0

**LOCATION:** Kensington, Richmond, E. Richmond Heights, San Pablo, and Community of N. Richmond



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

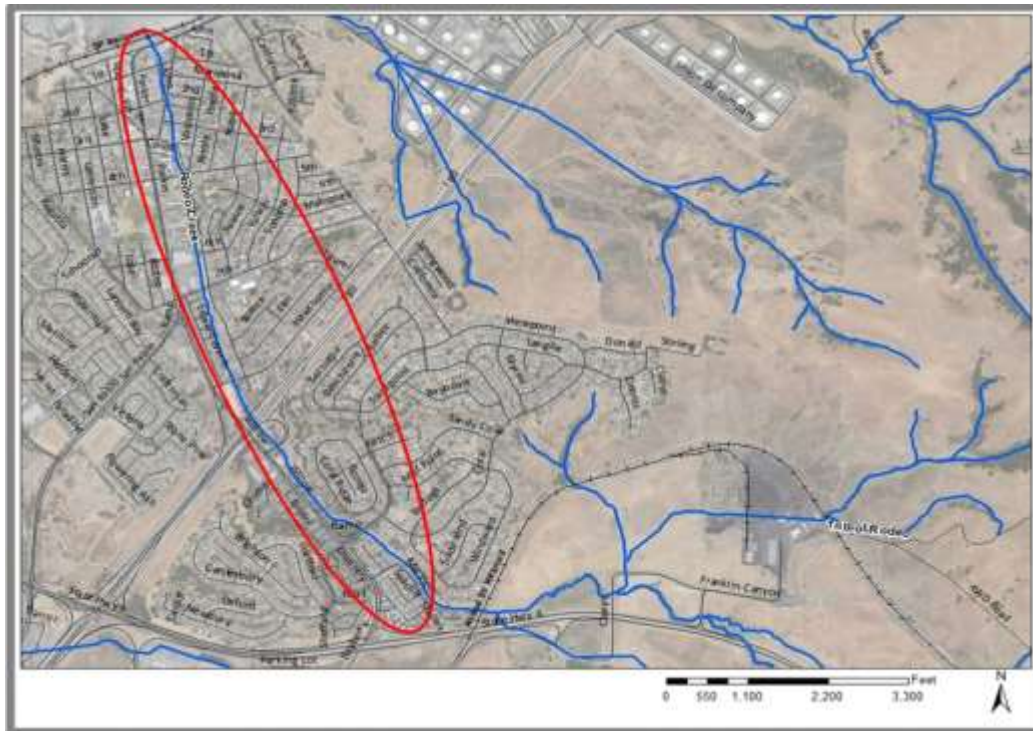
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Rodeo Conditions Assessment  
**WORK ORDER:** WO TBD ID: 20  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Unfunded  
**TOTAL PROJECT COST:** \$125,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Unfunded	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** The Cities of Rodeo and Hercules



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Prior year expenditures not shown.

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** DA46 Grayson and Murderer's Creek Subregional Improvements  
**WORK ORDER:** TBD ID: 106  
**PROJECT DESCRIPTION:** In partnership with the City of Pleasant Hill, the project will identify, design and implement sub-regional drainage improvements in the Grayson / Murderer's Creeks subwatershed. Likely projects are capacity improvements at bridges, floodwalls along sections of creek, and collector storm drains to more efficiently deliver stormwater to the creek.  
**PROJECT NEED:** Downtown Pleasant Hill and Poet's Corner areas are identified on the FEMA maps as having moderate flood risk. Area flooded in 1997 and again in 2006. City desires a project to take residents out of the floodplain. Early indications from the Corps study were favorable, but project ultimately did not have a sufficient benefit / cost ratio, or federal funding. This local, smaller project is the result.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Drainage Area 46 funds + City of Pleasant Hill funds  
**TOTAL PROJECT COST:** \$1,188,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$528,000	\$660,000	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 46	\$0	\$0	\$0	\$528,000	\$626,000	\$0	\$0
Unfunded	\$0	\$0	\$0	\$0	\$34,000	\$0	\$0

**LOCATION:** Pleasant Hill



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** DA46 plan amendment needed before implementation of this project.

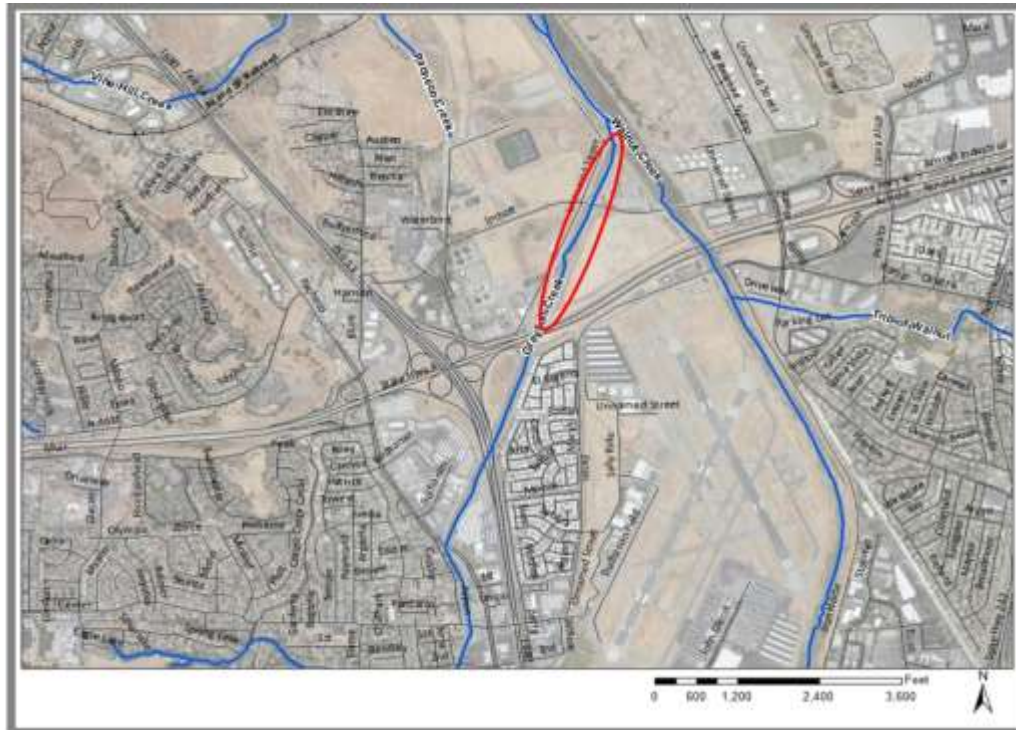
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Grayson Creek Levee Rehabilitation at CCCSD Treatment Plant  
**WORK ORDER:** 8348 ID: 107  
**PROJECT DESCRIPTION:** Raise levees along Grayson Creek along STA 8+00 to 39+00 LT to improve level of protection at CCCSD treatment plant.  
**PROJECT NEED:** Additional flood protection is desired at the CCCSD Treatment Plant from Grayson Creek. This is in addition to the 2007 project that increased flood protection to a 100-year design storm level.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 3B and CCCSD  
**TOTAL PROJECT COST:** \$2,572,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$280,000	\$292,000	\$1,800,000	\$200,000	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$140,000	\$146,000	\$900,000	\$100,000	\$0	\$0	\$0
Other	\$140,000	\$146,000	\$900,000	\$100,000	\$0	\$0	\$0

**LOCATION:** Martinez area, Unincorporated County



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

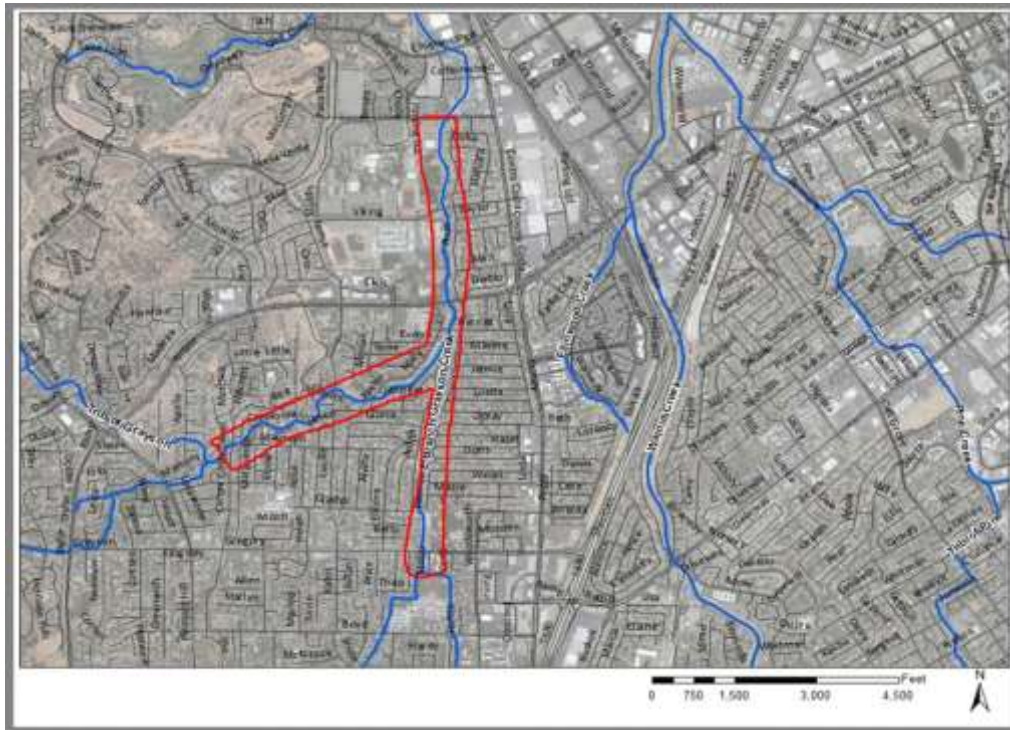
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Grayson Creek Channel Fence Rehabilitation  
**WORK ORDER:** WO TBD ID: 108  
**PROJECT DESCRIPTION:** Repair Fences along Grayson Creek concrete channel as part of our Creek and Channel Safety Program  
**PROJECT NEED:** Existing fence posts are starting to rust and spalling concrete from the channel wall. This project would renovate existing fence posts and fence, rehabilitate the damaged concrete wall, and replace the failing fence with new material. This project would extend the useful life of the protective fenceline, as well as preventing further deterioration of the concrete wall as part of our Creek and Channel Safety Program.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** Public Safety  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$500,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0

**LOCATION:** Pleasant Hill



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

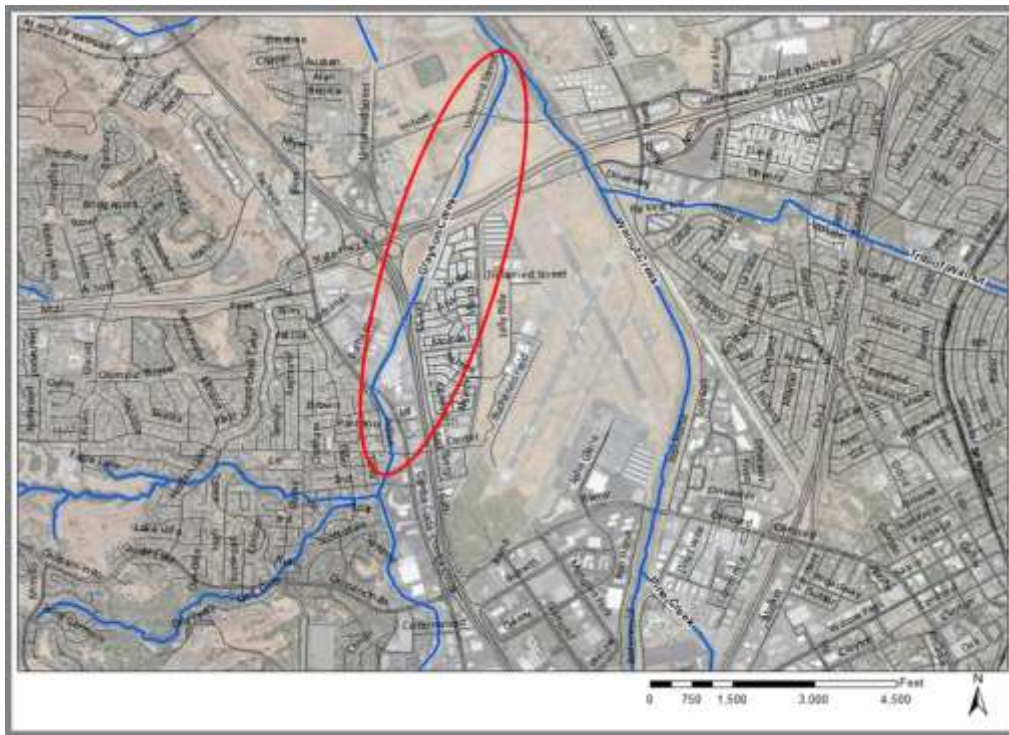
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Grayson Creek Sediment Removal  
**WORK ORDER:** 8334 ID: 109  
**PROJECT DESCRIPTION:** Remove accumulated sediment from Grayson creek between confluence with Walnut Creek to Chilpancingo Parkway (about 9,000 linear feet in selected areas)  
**PROJECT NEED:** Remove accumulated sediment to restore design flood capacity of the channel. Exact areas to be desilted will be determined with a pre-design topographic silt survey.  
**SUPERVISOR DISTRICT:** IV & V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$2,005,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$20,000	\$125,000	\$1,860,000	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$20,000	\$125,000	\$1,860,000	\$0	\$0	\$0	\$0

**LOCATION:** Pleasant Hill, Pacheco



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Portions of this area was last desilted in 2006. Effort shared with Walnut Creek desilt (#118)



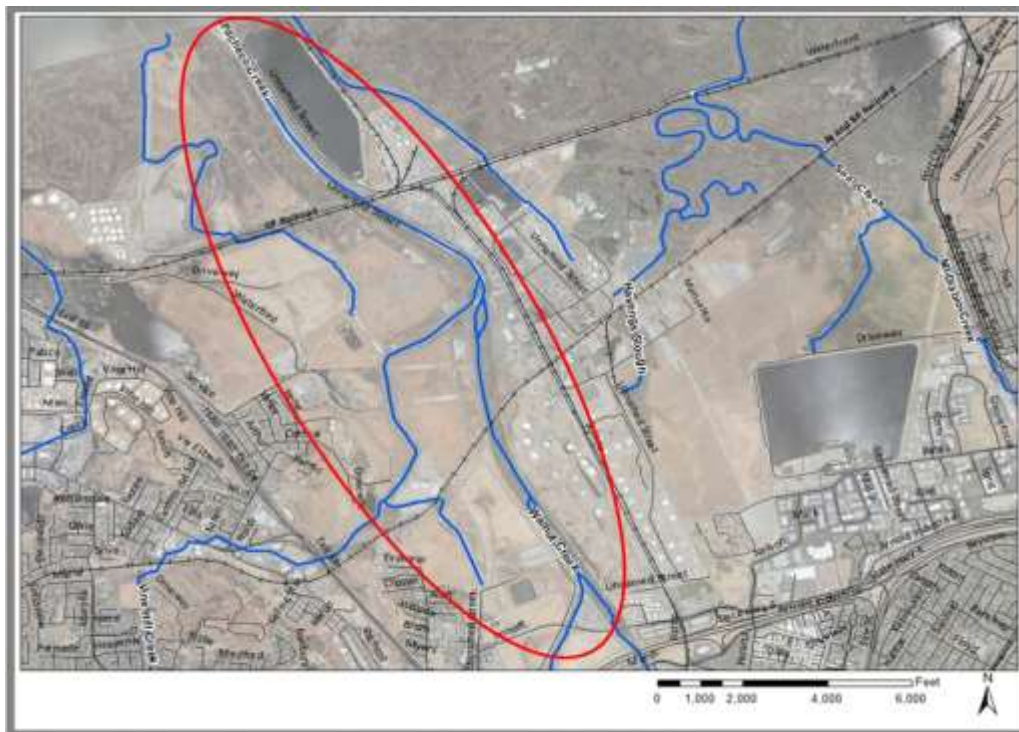
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Lower Walnut Creek Restoration Project  
**WORK ORDER:** 8285 ID: 110  
**PROJECT DESCRIPTION:** Transform Lower Walnut Creek from an antiquated, difficult to maintain, legacy USACE facility into a sustainable, environmentally sensitive facility for the next 50 years. Project includes modification of project levees, acquisition of flowage easements and possible reconfiguration of the channel conveyance to better accommodate sediment and habitat.  
**PROJECT NEED:** The Lower Walnut Creek project incorporates a new way of approaching the traditional methods of operating and maintaining a flood control facility. This alternative approach moves away from the single purpose, flood protection USACE design, to a sustainable, environmentally sensitive plan that will restore appropriate floodplains and habitat in the area.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 3B and Regional, State and federal Grant Funds (TBD)  
**TOTAL PROJECT COST:** \$41,630,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$340,000	\$692,000	\$762,000	\$13,950,000	\$500,000	\$450,000	\$450,000
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$165,000	\$292,000	\$525,000	\$4,700,000	\$0	\$0	\$0
Grants	\$175,000	\$400,000	\$237,000	\$1,250,000	\$0	\$0	\$0
Unfunded	\$0	\$0	\$0	\$8,000,000	\$500,000	\$450,000	\$450,000

**LOCATION:** Martinez, Pacheco, Concord



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Signature District project. Prior and future year expenditures not shown. Existing grants received from CDFW and EPA. Anticipated future grants to cover unfunded.

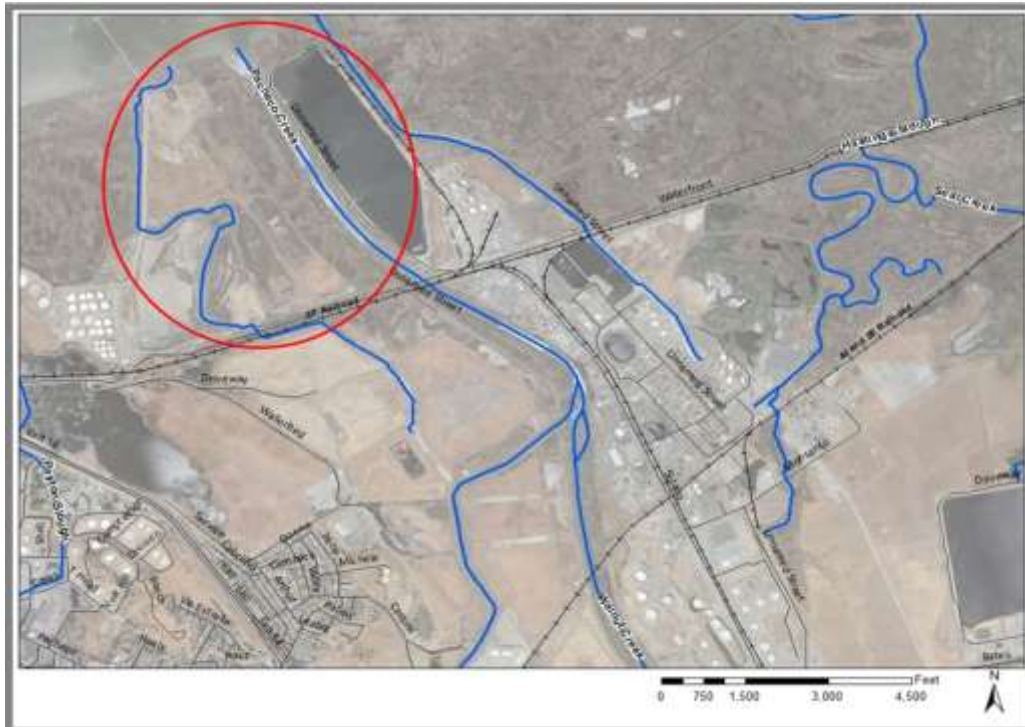
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Pacheco Marsh Restoration  
**WORK ORDER:** 8494 ID: 111  
**PROJECT DESCRIPTION:** Project is another name for the North Reach of Lower Walnut Creek (CIP#110.) Pacheco Marsh is unique in that it has different partners for restoration than the rest of LWC and, as such, is worthy of a separate CIP designation. This project intends to directly follow implementation of LWC Restoration (CIP#110) and will provide recreational amenities, additional habitat creation and long term stewardship of the site.  
**PROJECT NEED:** A restored Pacheco Marsh will provide 126 acres of quality habitat for a number of rare and endangered species, as well as passive recreation amenities.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 3B + funds from EBRPD, John Muir Land Trust, and future state and federal grants (TBD)  
**TOTAL PROJECT COST:** \$10,895,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$75,000	\$5,675,000	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0
Unfunded	\$0	\$0	\$0	\$0	\$5,600,000	\$0	\$0

**LOCATION:** Martinez



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** reference "Pacheco Marsh Public Access Plan-draft Vision Concepts", Alternative B (Placeworks. 4/102017) for details. Anticipate John Muir Land Trust funds to cover unfunded amount.

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

PROJECT NAME: Update DA 10 for Danville Area

WORK ORDER: 8302 ID: 113

PROJECT DESCRIPTION: Update Drainage Area 10 Plan for Danville and develop a project for implementing the remaining elements of the drainage area plan in coordination with the Town of Danville

PROJECT NEED: This project is needed to update existing drainage plan and determine future drainage improvements and related costs.

SUPERVISOR DISTRICT: II

PROGRAM TYPE: System Preservation

PROJECT PRIORITY: 4

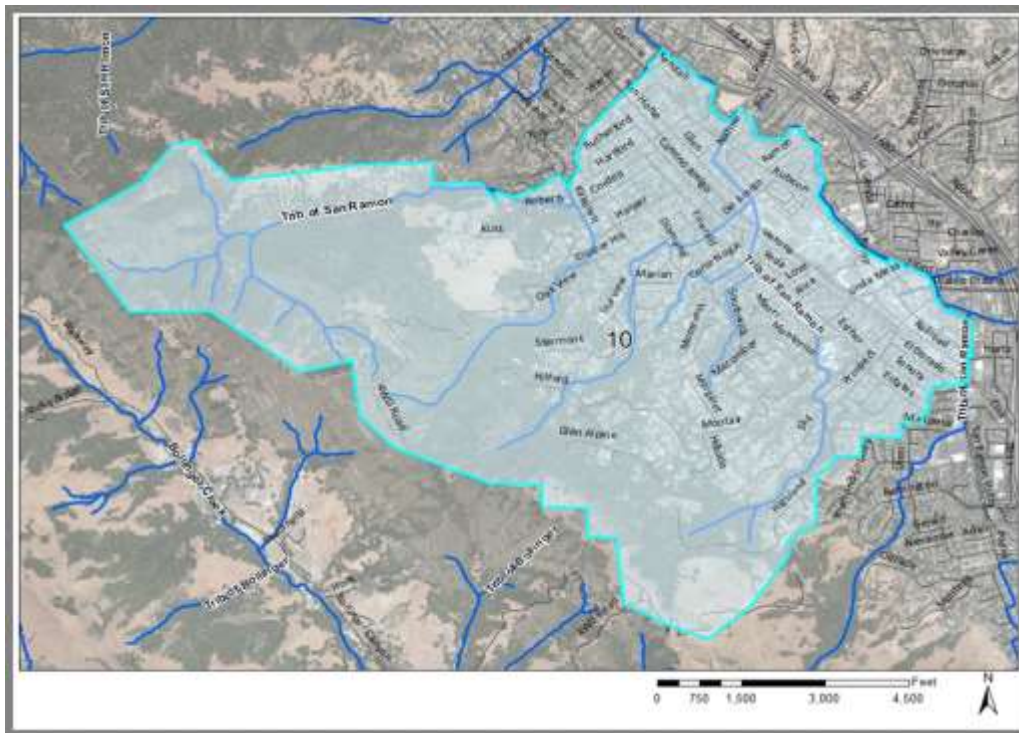
FUNDING SOURCE(S): Drainage Area funds

TOTAL PROJECT COST: \$86,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
PROJECT EXPENDITURES:	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0
FUNDING SOURCE(S):							
Drainage Area 10	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0

LOCATION: Danville



EAST COUNTY HABITAT CONSERVATION PLAN (Y/N): YES

NOTE: Prior year expenditures not shown.

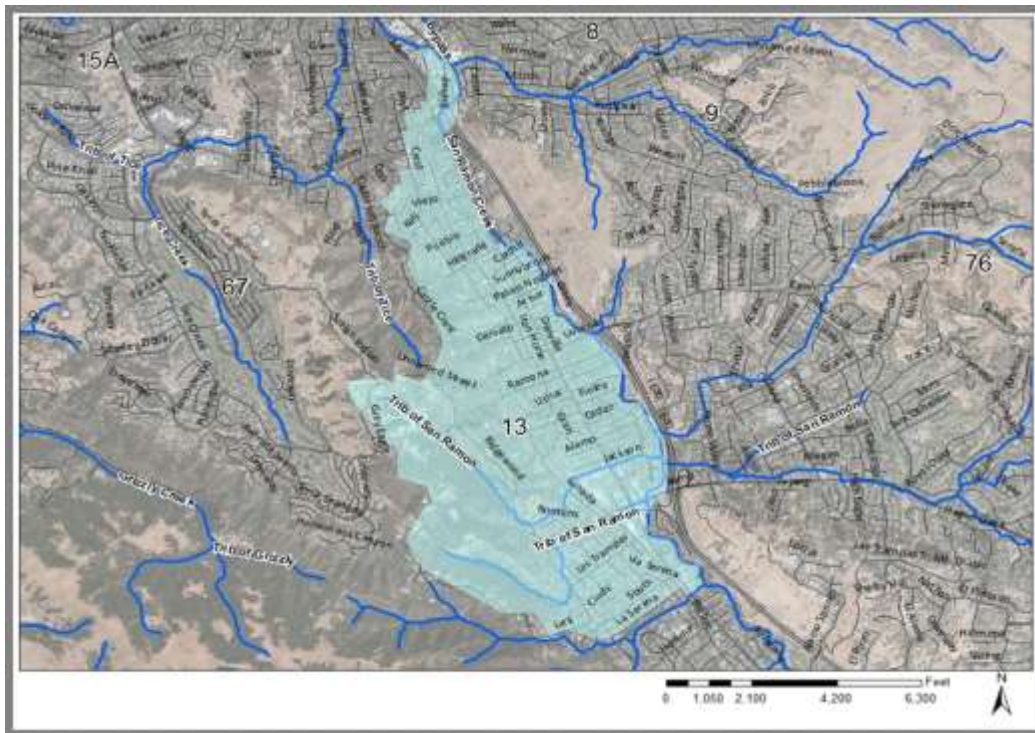
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Update DA 13 Plan for Western Alamo  
**WORK ORDER:** 8303 ID: 114  
**PROJECT DESCRIPTION:** Update the DA13 drainage plan and related costs  
**PROJECT NEED:** The adopted DA13 plan is old, and it does not reflect the current needs of the community. This project would update the plan so it is relevant, current, and ensures DA13 fees and ad valorem revenue are adequate to implement the needed capital projects.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Drainage Area 13 ad-valorem tax and drainage fee funds  
**TOTAL PROJECT COST:** \$174,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$33,000	\$0	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 13	\$0	\$33,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** Alamo



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** No

**NOTE:** Prior year expenditures not shown.

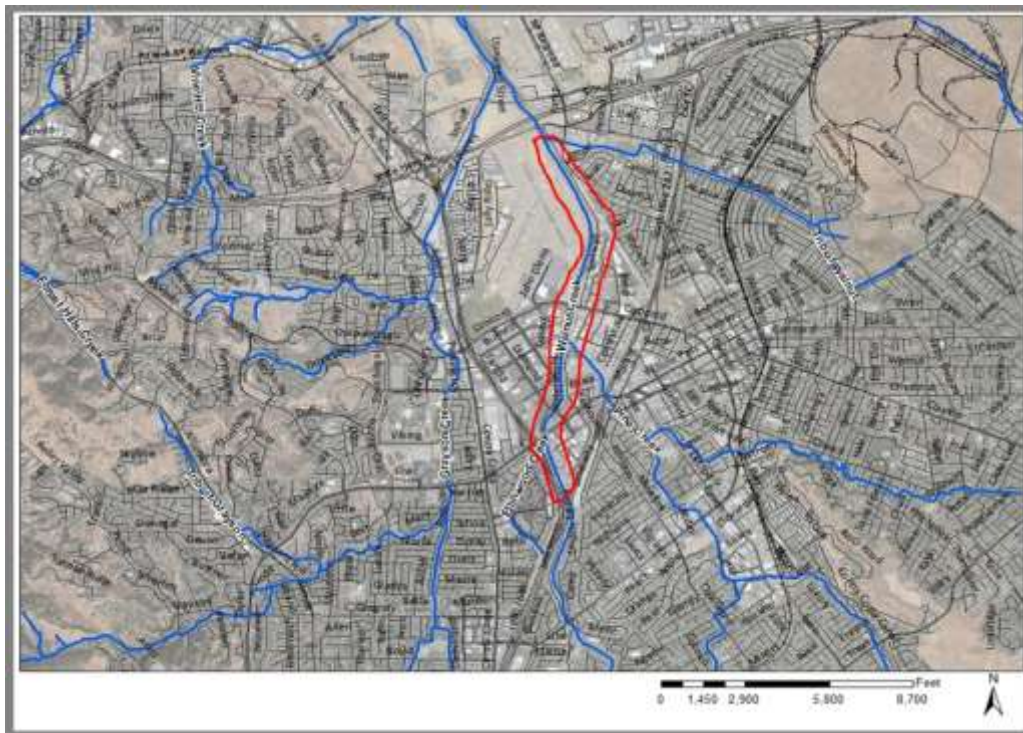
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Walnut Creek Sediment Removal - Clayton Valley Drain to Drop Structure 1  
**WORK ORDER:** 8334 ID: 118  
**PROJECT DESCRIPTION:** Remove accumulated sediment from upland benches in Walnut Creek to restore channel capacity and restore wetlands  
**PROJECT NEED:** Remove accumulated sediment to restore design flood capacity of the channel. Exact areas to be desilted will be determined with a pre-design topographic silt survey.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$4,525,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$50,000	\$125,000	\$4,250,000	\$100,000	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$50,000	\$125,000	\$4,250,000	\$100,000	\$0	\$0	\$0

**LOCATION:** Concord, Pleasant Hill



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Effort shared with Grayson desilt (#109)

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Kubicek Basin Sediment Removal  
**WORK ORDER:** WO TBD ID: 121  
**PROJECT DESCRIPTION:** Remove sediment and restore habitat to ensure basin continues to function as designed  
**PROJECT NEED:** The Pine Creek Detention Basin -- now known as the Kubicek Basin -- was designed for sediment storage. This sediment needs to be periodically removed to ensure proper functioning of the basin. Sediment has not been removed since the basin was constructed in the 1970s.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$88,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0

**LOCATION:** Walnut Creek, Concord



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Prior year expenditures not shown.

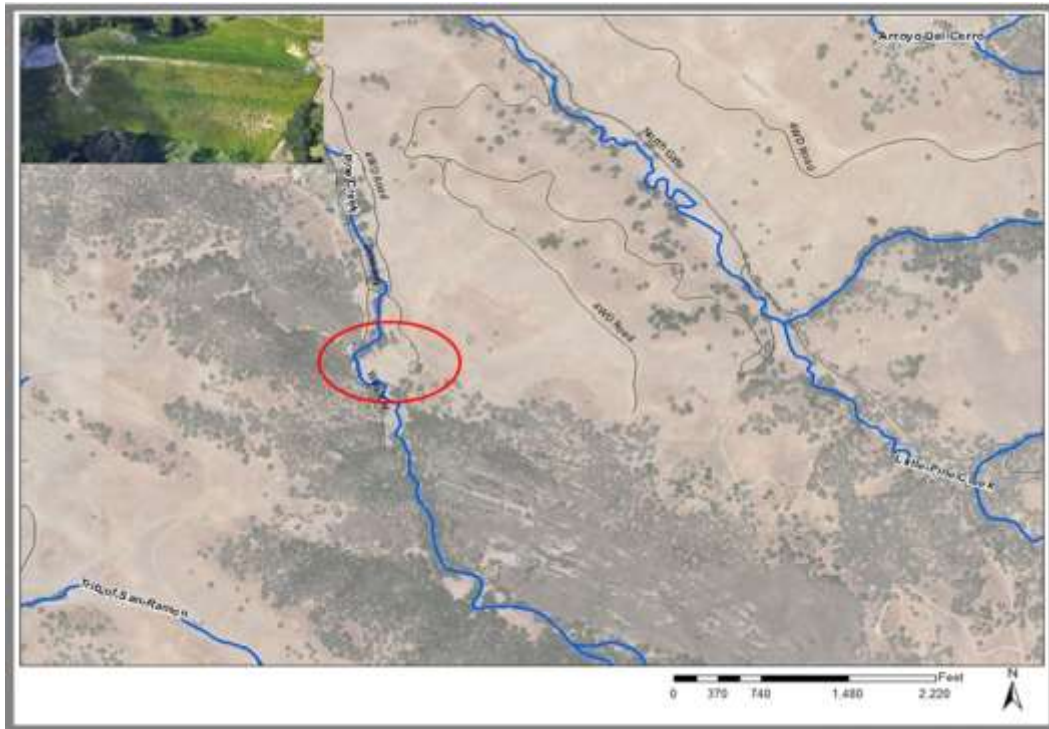
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Pine Creek Dam Seismic Assessment  
**WORK ORDER:** 8346 ID: 122  
**PROJECT DESCRIPTION:** Hire specialized consultant to assess seismic performance of existing dam and recommend retrofit improvements. Two-phase approach: start with hazard assessment, and proceed to more detailed geotechnical analysis if warranted.  
**PROJECT NEED:** This project would identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$300,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$110,000	\$190,000	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$0	\$0	\$0	\$110,000	\$190,000	\$0	\$0

**LOCATION:** Walnut Creek, Unincorporated County



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

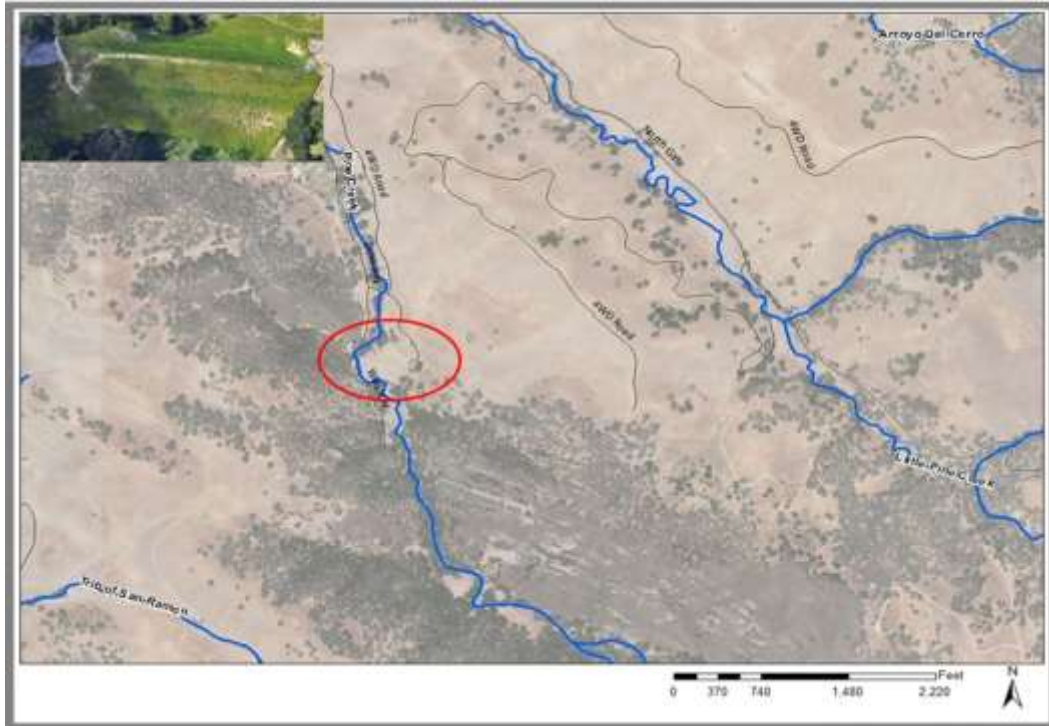
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Pine Creek Reservoir Functional Assessment  
**WORK ORDER:** WO TBD ID: 123  
**PROJECT DESCRIPTION:** Conduct a assessment of the existing Pine Creek Dam to ensure it meets DSOD standards and still provides the proper hydraulic performance. Verify hydrologic design assumptions and compare to current development plans of the watershed. Determine if the downstream Kubicek Basin can hydraulically handle a situation where the Pine Creek Dam is removed and not replaced.  
**PROJECT NEED:** Pine Creek dam is an older facility; need to ensure it meets current safety standards and rehabilitate if needed. This project would cover assessment only, and will be revisited if significant rehabilitation is found to be necessary.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$143,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$143,000	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$0	\$0	\$143,000	\$0	\$0	\$0	\$0

**LOCATION:** Walnut Creek, Unincorporated County



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Assessment only; rehabilitation not included. Seismic evaluation is covered under a separate CIP entry because seismic work will likely be combined with other dams.



## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Galindo Creek Improvements  
**WORK ORDER:** WO TBD ID: 127  
**PROJECT DESCRIPTION:** Participate with City of Concord and USACE to construct a stormwater detention basin on Galindo Creek upstream of Ygnacio Valley Road (CSU East Bay Campus). Basin will be created with a modification to the existing headwall.  
**PROJECT NEED:** This project would reduce flood risk to properties in the floodplain between Ygnacio Valley and the start of the concrete channel portion of Galindo Creek in the City of Concord. USACE and Concord have completed a federal reconnaissance study.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Flood Control Zone 3B and the City of Concord  
**TOTAL PROJECT COST:** \$500,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$20,000	\$480,000
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$0	\$0	\$0	\$0	\$0	\$20,000	\$40,000
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000

**LOCATION:** Concord



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Assume Concord will be the lead agency for CEQA/permits. Expect larger total project with additional funding by other partners. \$500k is max FC Zone 3B contribution.

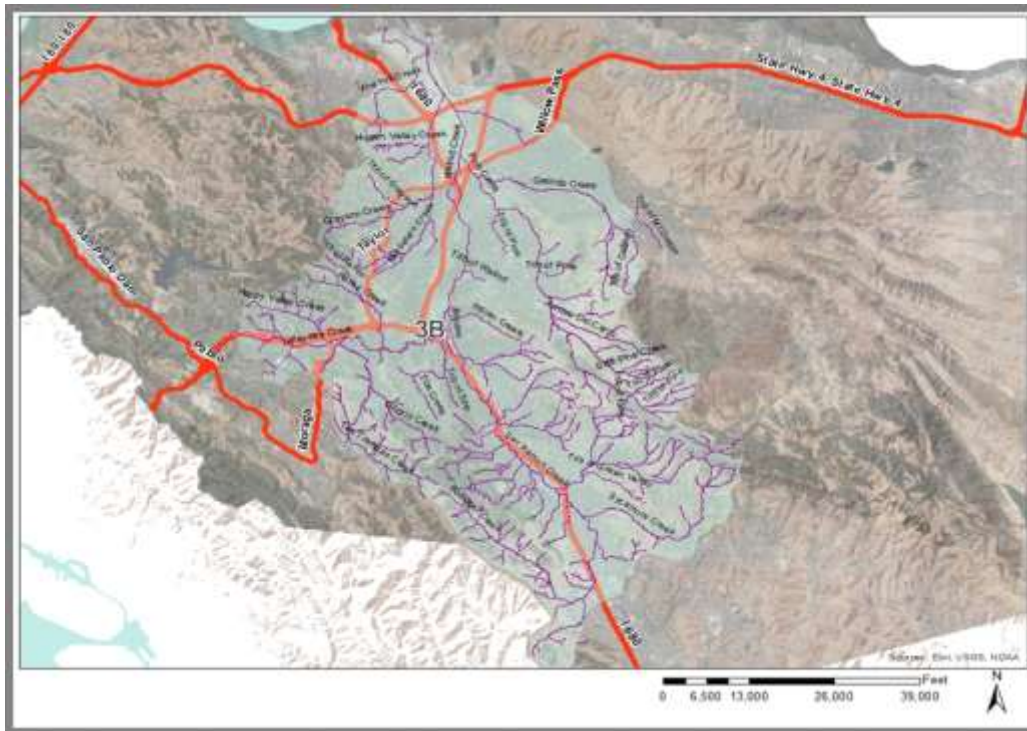
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Flood Control Zone 3B Channels and Structures Conditions Assessment  
**WORK ORDER:** 8353 ID: 130  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** IV & V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$915,000

PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$375,000	\$400,000	\$140,000	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 3B	\$375,000	\$400,000	\$140,000	\$0	\$0	\$0	\$0

**LOCATION:** Pleasant Hill, Walnut Creek, Concord, and unincorporated.



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

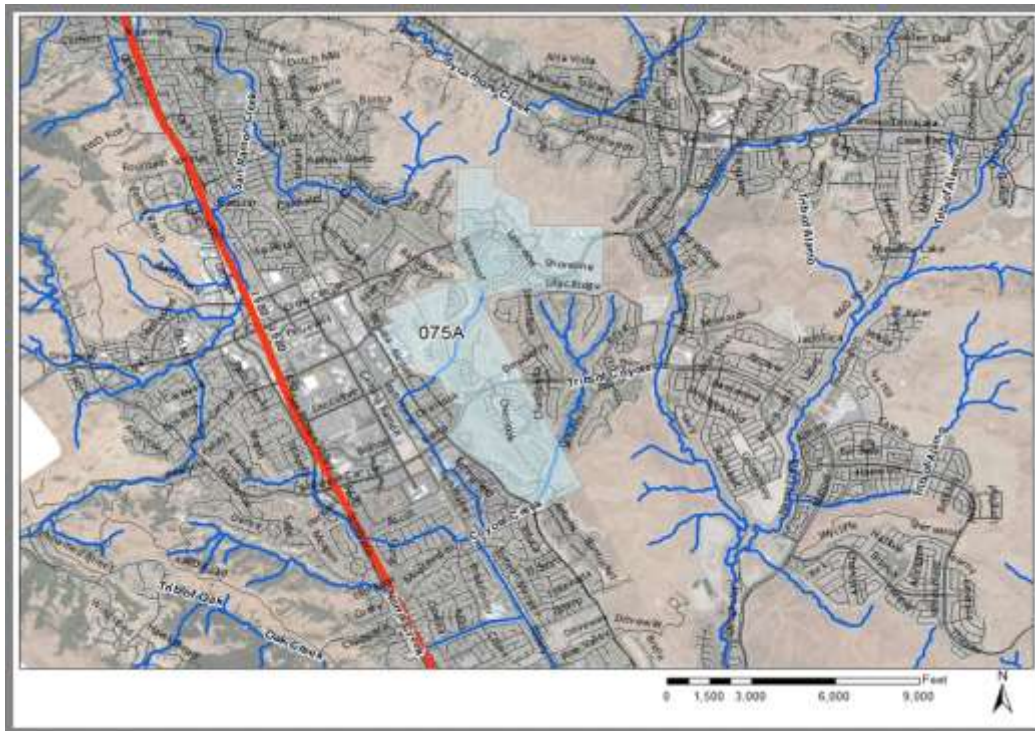
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Canyon Lakes Facilities Conditions Assessment  
**WORK ORDER:** 8361 ID: 132  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** DABA 75A  
**TOTAL PROJECT COST:** \$100,000

PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
PROJECT EXPENDITURES:	\$10,000	\$90,000	\$0	\$0	\$0	\$0	\$0
FUNDING SOURCE(S):							
Drainage Area 75A	\$10,000	\$90,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** The City of San Ramon



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

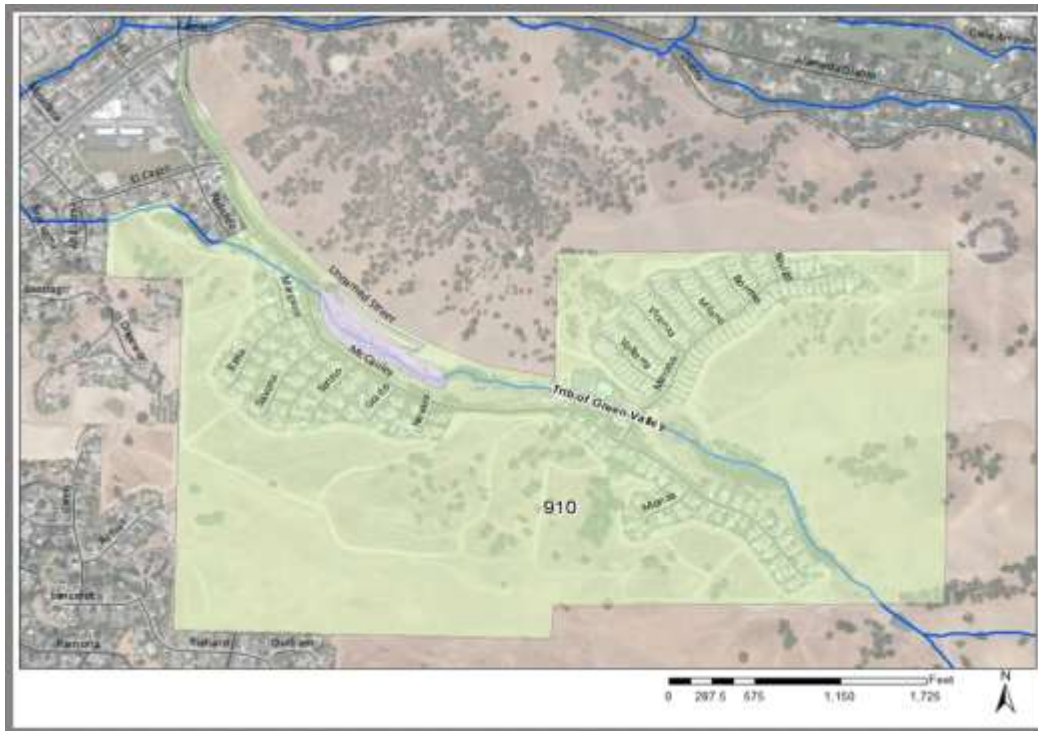
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Rassier Ranch Basin Conditions Assessment  
**WORK ORDER:** 8362 ID: 134  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** DABA 910  
**TOTAL PROJECT COST:** \$26,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
PROJECT EXPENDITURES:	\$0	\$26,000	\$0	\$0	\$0	\$0	\$0
FUNDING SOURCE(S):							
Drainage Area 910	\$0	\$26,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** Danville



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** See #130.

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Shadow Creek Basin Conditions Assessment  
**WORK ORDER:** WO TBD ID: 136  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** DABA 1010A  
**TOTAL PROJECT COST:** \$30,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 1010A	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** Blackhawk



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** West Antioch Creek - DA55 Culverts at 10th Street  
**WORK ORDER:** 8399 ID: 202  
**PROJECT DESCRIPTION:** Fund construction of quadruple box culverts on West Antioch Creek at 10th Street by the City of Antioch.  
**PROJECT NEED:** As reported by the City, this section of West Antioch Creek floods annually because of lack of capacity under 10th Street and through the old Ford Dealer. This project would help alleviate this flooding by constructing culverts with sufficient capacity and will connect to the previously widened channel downstream. The improvement of the channel upstream of 10th Street is a separate project in this CIP.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Local Funds (Drainage Area 55, City funds 50%), State Grants (IRWMP Prop 1E: 50%)  
**TOTAL PROJECT COST:** \$1,800,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$827,000	\$280,000	\$0	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 55	\$827,000	\$280,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:** City of Antioch is functional lead. DA55 contribution capped at \$1.8 million per 2012 agreement with Antioch. (Prior year expenditures not shown.)

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Trembath Detention Basin  
**WORK ORDER:** 8532 ID: 207  
**PROJECT DESCRIPTION:** Design and construct Trembath Detention Basin. Trembath Basin is a new facility. Trembath Basin will be regulated by State Division of Dam Safety.  
**PROJECT NEED:** This project is needed to provide flood protection in the lower watershed of East Antioch Creek in accordance with the adopted Drainage Area 56 (DA 56) plan.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Drainage Area 56 (Org 7566)  
**TOTAL PROJECT COST:** \$11,690,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$90,000	\$225,000	\$1,050,000	\$450,000	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 56	\$90,000	\$225,000	\$1,050,000	\$450,000	\$0	\$0	\$0

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:** Prior and future year expenditures not shown.

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Lindsey Basin Finalization Tasks & R/W Transfer  
**WORK ORDER:** 8126 ID: 208  
**PROJECT DESCRIPTION:** Develop an Operations & Maintenance manual and convey basin right of way to the City of Antioch for perpetual ownership and maintenance. Generate legal description of property to be conveyed to separate basin from developable remainder parcels.  
**PROJECT NEED:** This is a completed non-regional facility and needs to be conveyed to the local city for ownership and maintenance.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** DA 56 funds (Org 7566)  
**TOTAL PROJECT COST:** \$258,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$11,000	\$33,000	\$16,000	\$6,000	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 56	\$0	\$0	\$11,000	\$33,000	\$16,000	\$6,000	\$0

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO (predates HCP adoption)

**NOTE:** Basin substantially completed in 2006 as part of Segment 1 of the SR4 Bypass. Still need to construct spillway across future Slaten Ranch Road. (Prior year expenditures not shown.)



## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Develop Revenue Generating Sites at Lindsey Basin  
**WORK ORDER:** WO TBD ID: 209  
**PROJECT DESCRIPTION:** Prepare conceptual plans and a cost estimate for the development of the two District-owned remainder parcels near the Lindsey Basin. Market the parcels to generate maximum long-term revenue for the Drainage Area and / or the District.  
**PROJECT NEED:** The Lindsey Detention Basin was designed for future re-use of spoil disposal sites as revenue-generating development. This project will facilitate this long-planned development. Project timing is a rough estimate; actual development depends on the commercial real estate market.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Drainage Area funds (Org,7566)  
**TOTAL PROJECT COST:** \$593,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$17,000	\$17,000	\$99,000	\$102,000	\$102,000
<b>FUNDING SOURCE(S):</b>							
Drainage Area 56	\$0	\$0	\$17,000	\$17,000	\$99,000	\$102,000	\$102,000

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Future year expenditures not shown.

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Marsh Creek Reservoir Seismic Assessment  
**WORK ORDER:** 8355 ID: 210  
**PROJECT DESCRIPTION:** Hire specialized consultant to assess seismic performance of existing dam and recommend retrofit improvements, if needed. Two-phase approach: start with hazard assessment, and proceed to more detailed geotechnical analysis if warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Flood Control Zone 1  
**TOTAL PROJECT COST:** \$330,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
PROJECT EXPENDITURES:	\$0	\$130,000	\$160,000	\$0	\$0	\$0	\$0
FUNDING SOURCE(S):							
Flood Control Zone 1	\$0	\$130,000	\$160,000	\$0	\$0	\$0	\$0

**LOCATION:** Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:**

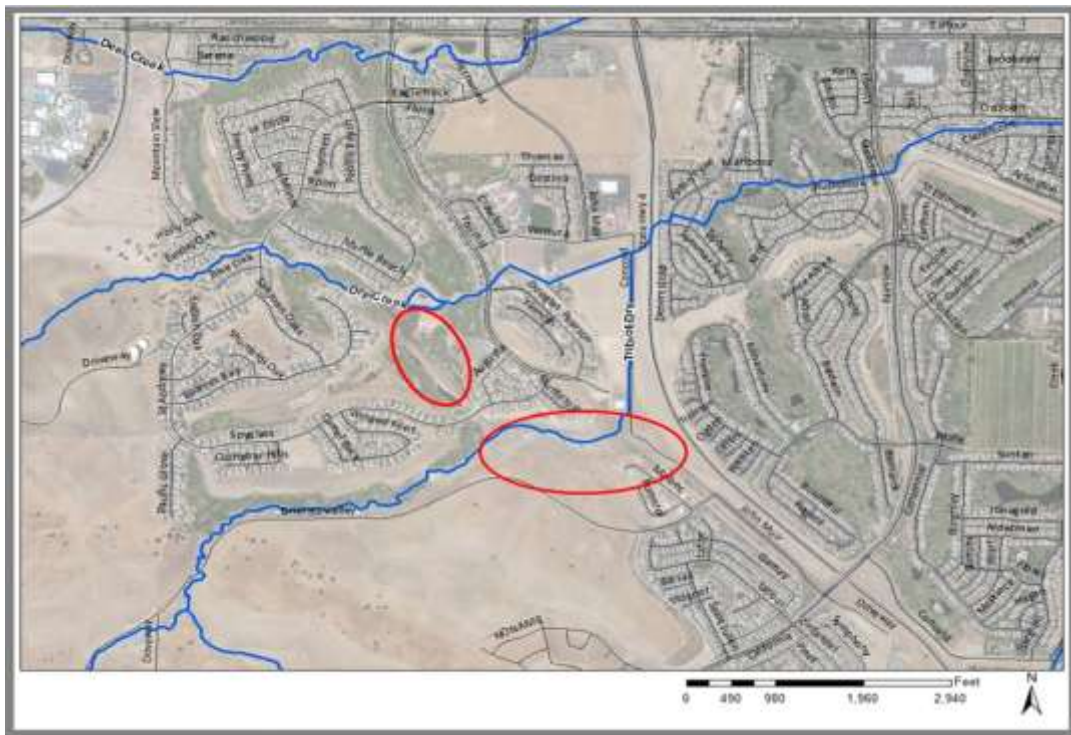
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Dry Creek Reservoir Seismic Assessment  
**WORK ORDER:** WO TBD ID: 211  
**PROJECT DESCRIPTION:** Hire specialized consultant to assess seismic performance of existing dam embankments and recommend retrofit improvements, if needed. Two-phase approach: start with hazard assessment, and proceed to more detailed geotechnical analysis if warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Flood Control Zone 1  
**TOTAL PROJECT COST:** \$360,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$140,000	\$210,000
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 1	\$0	\$0	\$0	\$0	\$0	\$140,000	\$210,000

**LOCATION:** Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Deer Creek Reservoir Seismic Assessment  
**WORK ORDER:** 8355 ID: 212  
**PROJECT DESCRIPTION:** Hire specialized consultant to assess seismic performance of existing dam and recommend retrofit improvements, if needed. Two-phase approach: start with hazard assessment, and proceed to more detailed geotechnical analysis if warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Flood Control Zone 1  
**TOTAL PROJECT COST:** \$200,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$90,000	\$160,000	\$0	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 1	\$90,000	\$160,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:**



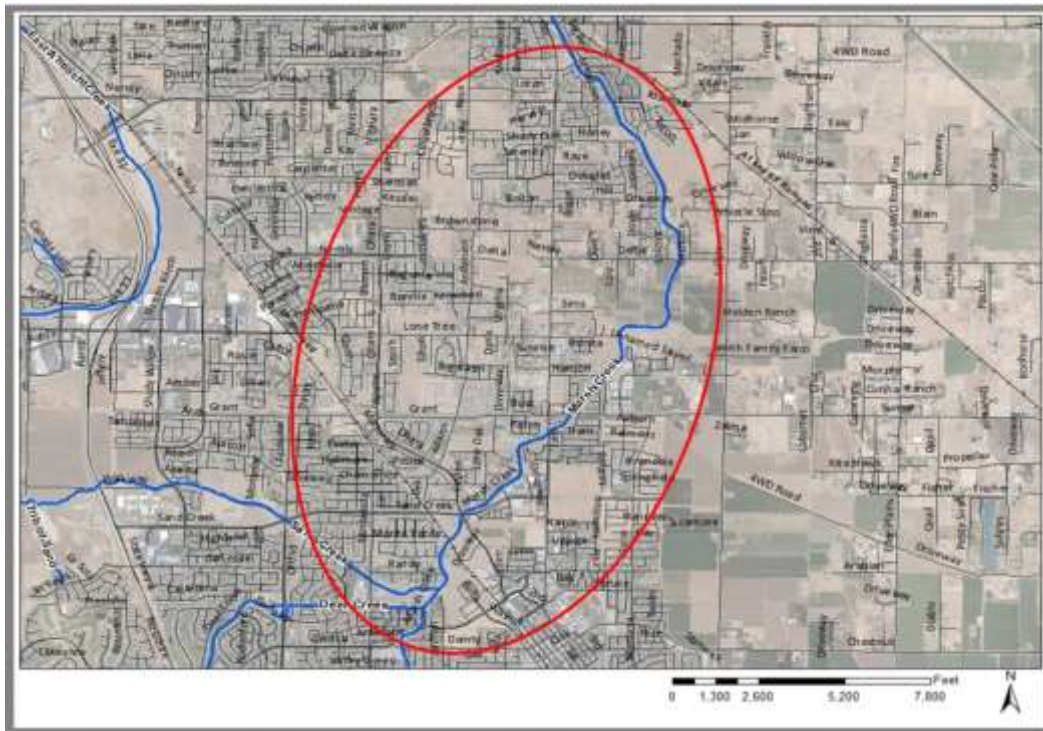
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Marsh Creek Supplemental Capacity  
**WORK ORDER:** WO TBD ID: 215  
**PROJECT DESCRIPTION:** Raise channel banks, levees and construct floodwalls to improve flood protection  
**PROJECT NEED:** A 2010 District study identified the need for additional channel capacity upon ultimate development of the watershed. This project is needed to ensure 100-year storms are contained in the channel without overtopping and flooding adjacent neighborhoods.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Flood Control Zone 1, Drainage Area 130, future grant funds  
**TOTAL PROJECT COST:** \$3,664,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$11,000	\$77,000	\$578,000
<b>FUNDING SOURCE(S):</b>							
Drainage Area 130	\$0	\$0	\$0	\$0	\$11,000	\$77,000	\$578,000

**LOCATION:** Oakley, Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:** See the 2010 study on file to contain 100-year flood flows and contain 50-year flood flows with freeboard. (Future year expenditures not shown.)

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Marsh Creek Widening Between Dainty Avenue and Sand Creek  
**WORK ORDER:** 8466 ID: 216  
**PROJECT DESCRIPTION:** Widen sections of the Marsh Creek Channel to improve peak flood capacity. Reconstruct access roads / trails, and construct a large retaining wall along the left bank  
**PROJECT NEED:** Marsh Creek in this vicinity does not have capacity to contain the 100-year event, or the 50-year event with freeboard. Additional channel capacity is needed. This project is the second phase of the project at Dainty Road (and upstream) that was built in the late 1990s. This project is developed in collaboration with and is part of the larger Three Creeks Parkway Restoration Project.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 1 and Drainage Area 130  
**TOTAL PROJECT COST:** \$2,564,800

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$52,100	\$200,000	\$1,734,000	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 1	\$26,050	\$100,000	\$867,000	\$0	\$0	\$0	\$0
Drainage Area 130	\$26,050	\$100,000	\$867,000	\$0	\$0	\$0	\$0

**LOCATION:** Oakley, Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Deer Creek Reservoir Expansion  
**WORK ORDER:** 8447 ID: 217  
**PROJECT DESCRIPTION:** Excavate the storage area of the existing Deer Creek Reservoir to increase stormwater holding capacity and reduce flood flows downstream  
**PROJECT NEED:** This project would increase storage capacity of Deer Creek Reservoir to protect downstream properties from flooding. Work to date has established that it is more beneficial to expand the future storage volume behind the existing dam by selectively excavating the storage area rather than raising the dam.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Drainage Area 130, possible Flood Control Zone 1  
**TOTAL PROJECT COST:** \$6,072,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$22,000	\$11,000	\$66,000	\$88,000	\$594,000
<b>FUNDING SOURCE(S):</b>							
Drainage Area 130	\$0	\$0	\$22,000	\$11,000	\$66,000	\$88,000	\$594,000

**LOCATION:** Oakley, Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:**



## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Deer Creek Reservoir Expansion - R/W Acquisition  
**WORK ORDER:** 8463 ID: 218  
**PROJECT DESCRIPTION:** Acquire additional land rights over area currently encumbered only by a flowage easement. This is needed for expansion of the storage area of the Deer Creek Reservoir, located south of Balfour Road in Brentwood.  
**PROJECT NEED:** Need to retain additional stormwater in Deer Creek Reservoir to protect downstream properties. Instead of raising the dam, the plan is to expand the storage volume behind the existing dam by selectively excavating the storage area. The existing flowage easement is insufficient to do so; need to upgrade flowage easement into a drainage easement.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Drainage Area 130, possible Flood Control Zone 1  
**TOTAL PROJECT COST:** \$214,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$28,000	\$149,000	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 130	\$0	\$0	\$0	\$28,000	\$149,000	\$0	\$0

**LOCATION:** Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** N/A

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Upper Sand Creek Basin Surplus Material  
**WORK ORDER:** 8517 ID: 220  
**PROJECT DESCRIPTION:** Coordinate removal of Upper Sand Creek Basin material by others, separate from main USCB contract. Includes material removed in advance of construction as well as material removed post construction. Common customers include contractors, developers and other agencies needing high quality fill material.  
**PROJECT NEED:** Brokering dirt removal in this way typically represents an excellent value (in cost/yard) for the District. Interest in material (and thus cost) is highly dependent on the economy. Each cubic yard of material removed gets the basin incrementally closer to its ultimate volume at a reduced cost per cubic yard.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** DA 130, FC Zone 1  
**TOTAL PROJECT COST:** \$458,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$10,000	\$72,000	\$11,000	\$66,000	\$11,000	\$66,000	\$11,000
<b>FUNDING SOURCE(S):</b>							
Drainage Area 130	\$10,000	\$72,000	\$11,000	\$66,000	\$11,000	\$66,000	\$11,000

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:** Prior and future expenditures not shown.

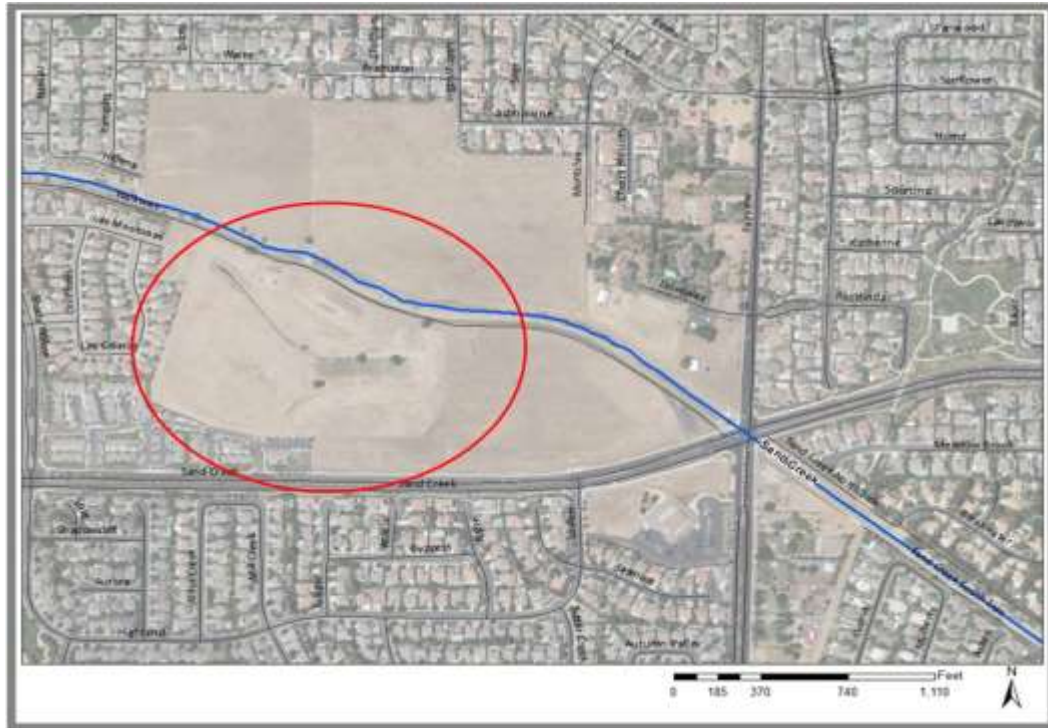
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Lower Sand Creek Basin Construction  
**WORK ORDER:** 8492 ID: 222  
**PROJECT DESCRIPTION:** Construct a 300 ac-ft regional detention basin on Sand Creek. The existing 40 ac-ft basin will be converted into an 300 ac-ft offline basin with new intake structure, primary and emergency spillways, low flow channel and riparian mitigation area.  
**PROJECT NEED:** In conjunction with the Upper Sand Creek Basin, this lower basin will reduce stormwater flows in Sand Creek and in Marsh Creek. With the upper basin in place, the 100 year 12 hour flow rate is 1230 cfs. Once completed, the lower basin will reduce this flow rate to 209 cfs, and provide improved flood protection for Brentwood and Oakley.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Drainage Area 130, possible future Federal, State and local grants, Flood Control Zone 1  
**TOTAL PROJECT COST:** \$7,103,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$20,000	\$20,000	\$61,000	\$116,000	\$583,000	\$424,000
<b>FUNDING SOURCE(S):</b>							
Drainage Area 130	\$0	\$20,000	\$20,000	\$61,000	\$116,000	\$583,000	\$424,000

**LOCATION:** Oakley, Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:**

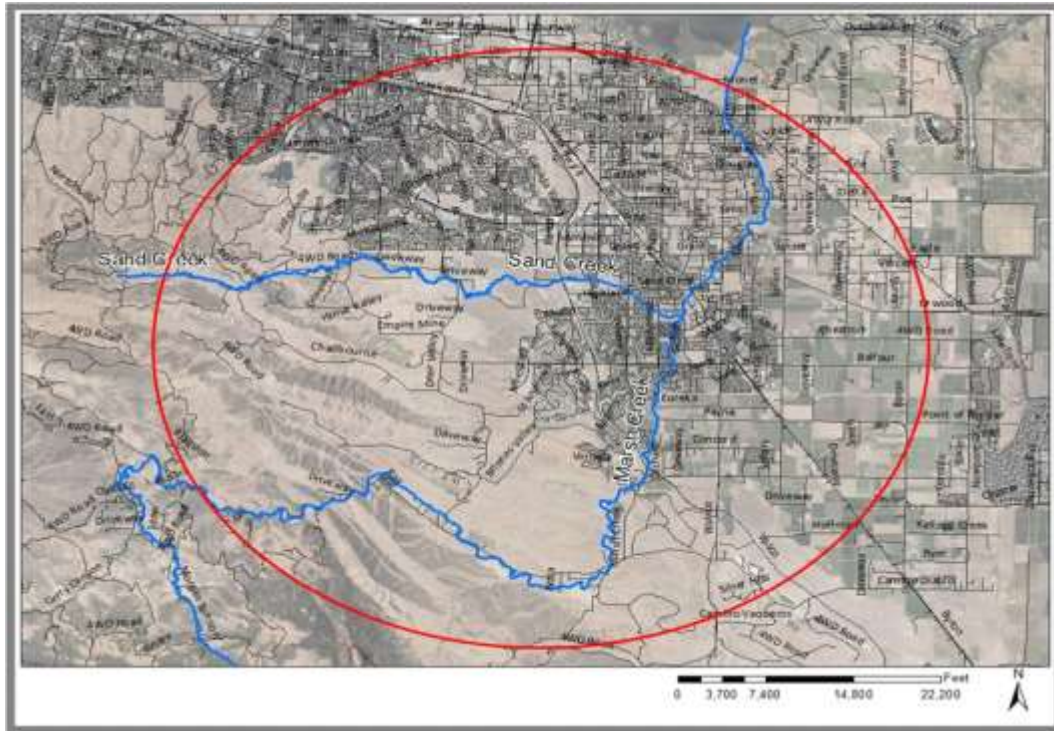
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Marsh Creek and Sand Creek Structures Conditions Assessment  
**WORK ORDER:** 8360 ID: 227  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Flood Control Zone 1  
**TOTAL PROJECT COST:** \$510,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$310,000	\$200,000	\$0	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 1	\$310,000	\$200,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** The Cities of Brentwood and Oakley



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Kellog Conditions Assessment  
**WORK ORDER:** WO TBD ID: 228  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Need to identify deficiencies and conduct a retrofit plan, if needed.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 1  
**FUNDING SOURCE(S):** Unfunded  
**TOTAL PROJECT COST:** \$23,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$23,000	\$0	\$0	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Unfunded	\$23,000	\$0	\$0	\$0	\$0	\$0	\$0

**LOCATION:** The Cities of Byron and Discovery Bay



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Marsh Creek Reservoir Emergency Spillway Rehabilitation  
**WORK ORDER:** TBD  
**PROJECT DESCRIPTION:** Improve performance of spillway by extending concrete apron to Marsh Creek  
**PROJECT NEED:** To avoid toe erosion upon use of spill way  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Flood Control Zone 1  
**TOTAL PROJECT COST:** \$1,100,000

ID: 232

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$150,000	\$950,000	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Flood Control Zone 1	\$0	\$0	\$150,000	\$950,000	\$0	\$0	\$0

**LOCATION:** Brentwood



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):**

**NOTE:**

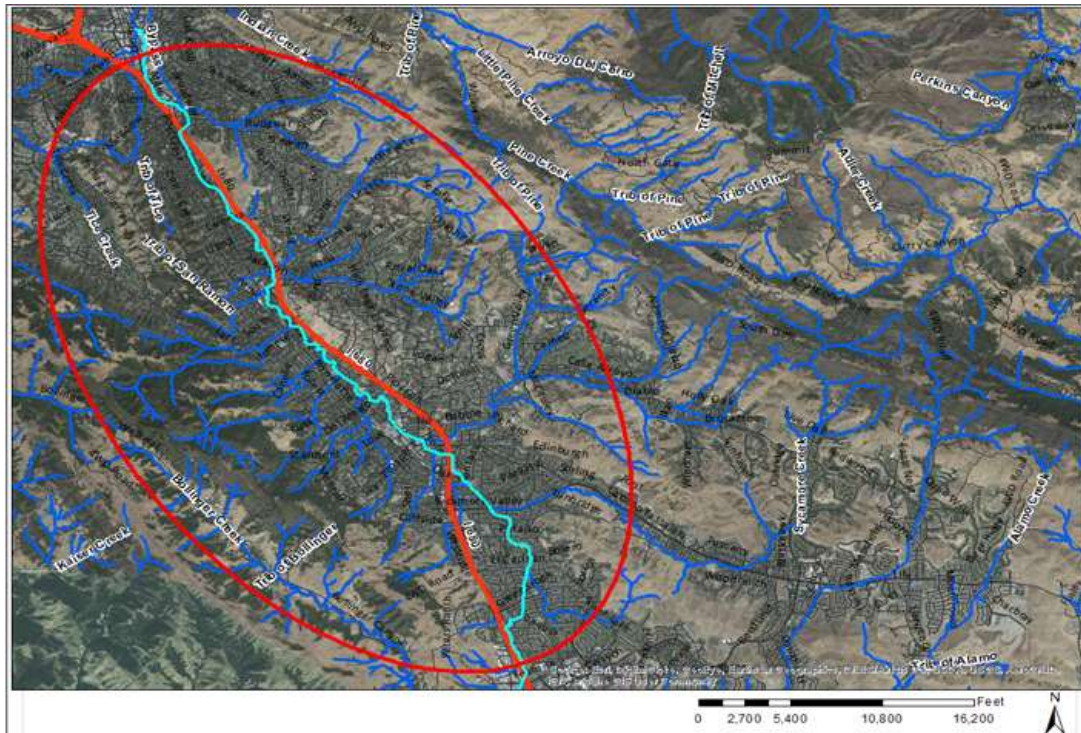
## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** San Ramon Creek Watershed Study  
**WORK ORDER:** 8541 ID: 138  
**PROJECT DESCRIPTION:** The Watershed Planning-Engineering group is studying the hydraulics of San Ramon Creek through the use of HEC-RAS modeling.  
**PROJECT NEED:** The current hydraulics report was created in 1977 and the future hydraulics report will supersede its predecessor.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$90,000

PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
PROJECT EXPENDITURES:	\$20,000	\$70,000	\$0	\$0	\$0	\$0	\$0
FUNDING SOURCE(S):							
Flood Control Zone 3B	\$20,000	\$70,000	\$0	\$0	\$0	\$0	\$0

**LOCATION:** San Ramon



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** N

**NOTE:** This study is needed to verify the hydraulic performance of the previously improved sections and to gauge the need for future capacity improvements.

## CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** DA 13 Line F-1 Storm Drainage in Alamo  
**WORK ORDER:** 8303 ID: 139  
**PROJECT DESCRIPTION:** Construct a drainage line that will connect with the existing drainage network and reduce local flooding issues. The newly created drainage line (Line F-1) will consist of a 30-inch pipe that will run parallel to the Iron Horse Trail Corridor from existing line "F" at Las Trampas Road (1300 ft.), to the intersection of South Avenue. From this point the pipe will extend another 150 ft. to the southwest, to the intersection of South Avenue and La Serena Court (Fig.1). Drainage inlet structures will be placed every 250 feet (as per the County criteria) including: 6 inlets on the Iron Horse Trail, 1 manhole on Las Trampas Road, and 2 inlets in the intersection of South Avenue and La Serena Court.  
**PROJECT NEED:** To address recurring flooding complications at locations along South Avenue; the intersection of South Avenue and Wayland Lane, and the intersection of South Avenue and La Serena Court.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** Drainage Area 13  
**TOTAL PROJECT COST:** \$620,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24
<b>PROJECT EXPENDITURES:</b>	\$20,000	\$300,000	\$300,000	\$0	\$0	\$0	\$0
<b>FUNDING SOURCE(S):</b>							
Drainage Area 13	\$20,000	\$300,000	\$300,000	\$0	\$0	\$0	\$0

**LOCATION:** Alamo



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** N

**NOTE:**



## Appendix B Unprogrammed Future Projects Details

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Wildcat Creek Habitat Improvements (USACE 1135 Program)  
**WORK ORDER:** 8619 ID: 7  
**PROJECT DESCRIPTION:** Rehabilitate fish ladder, reconfigure and expand sediment basin and improve riparian habitat throughout the limits of the previous Army Corps of Engineers project.  
**PROJECT NEED:** This project is needed to improve flood control protection and wildlife habitat at Wildcat Creek. The fish ladder at Wildcat Creek is inoperative and the sediment basin needs to be expanded. Sediment accumulates underneath riparian vegetation that makes its removal impossible. This has reduced the level of flood control protection and increased maintenance costs. The Corps' 1135 program is intended to address these concerns, but progress is slowed by variable levels of federal funding.  
**SUPERVISOR DISTRICT:** I  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 2  
**FUNDING SOURCE(S):** USACE 1135 Program (75% - \$5M limit)  
**TOTAL PROJECT COST:** \$2,000,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
<b>FUNDING SOURCE(S):</b>								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000

**LOCATION:** Richmond



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** see also <http://www.spn.usace.army.mil/projects/wildcatcreek1135.html>. Local match funding is not secured.

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Wildcat / San Pablo Creeks Phase II  
**WORK ORDER:** WO TBD ID: 9  
**PROJECT DESCRIPTION:** Channel improvements in Wildcat Creek and San Pablo Creek in the City of San Pablo upstream of BNSF railroad tracks  
**PROJECT NEED:** The previous Corps projects stopped at the BNSF railroad. Significant residual flood risk remains in the portions of San Pablo and Wildcat Creeks in the City of San Pablo upstream of the BNSF railroad. This project would consist of the coordination needed with the Corps for expansion of the system upstream.  
**SUPERVISOR DISTRICT:** I  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** City of San Pablo, US Army Corps of Engineers  
**TOTAL PROJECT COST:** \$12,045,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,045,000
FUNDING SOURCE(S):								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,045,000

**LOCATION:** San Pablo



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

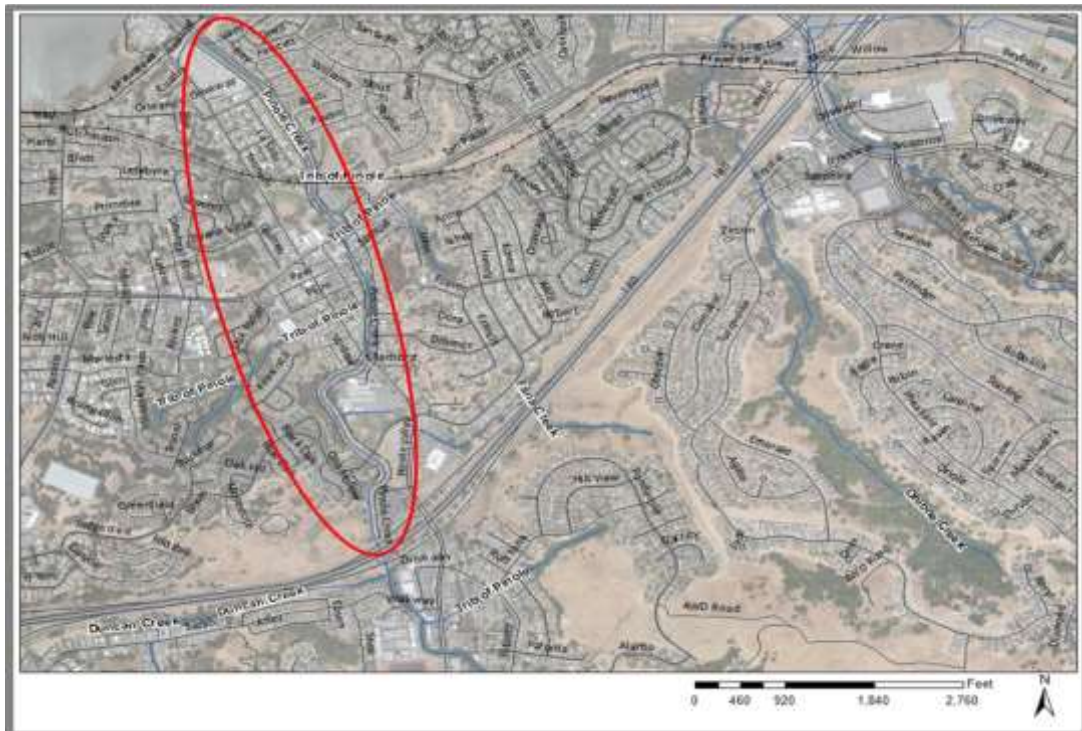
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Pinole Creek Habitat Restoration (1135 Project)  
**WORK ORDER:** 8493 ID: 12  
**PROJECT DESCRIPTION:** Improve riparian habitat throughout the limits of the previous Army Corps of Engineers project. Remove possible fish barriers and improve habitat while preserving and expanding flood conveyance. Work within the USACE 1135 Program to ensure federal participation in this project.  
**PROJECT NEED:** The Pinole Creek USACE project is dated and single purpose. Center for Ecosystem Management and Restoration has identified Pinole Creek as primary steelhead habitat in the west Contra Costa County. Habitat improvements are needed to ensure migrating steelhead pass successfully through the project area to habitat upstream.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** City of Pinole, USACE 1135 Program (75% - \$5M limit)  
**TOTAL PROJECT COST:** \$6,250,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,250,000
<b>FUNDING SOURCE(S):</b>								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,250,000

**LOCATION:** Pinole



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

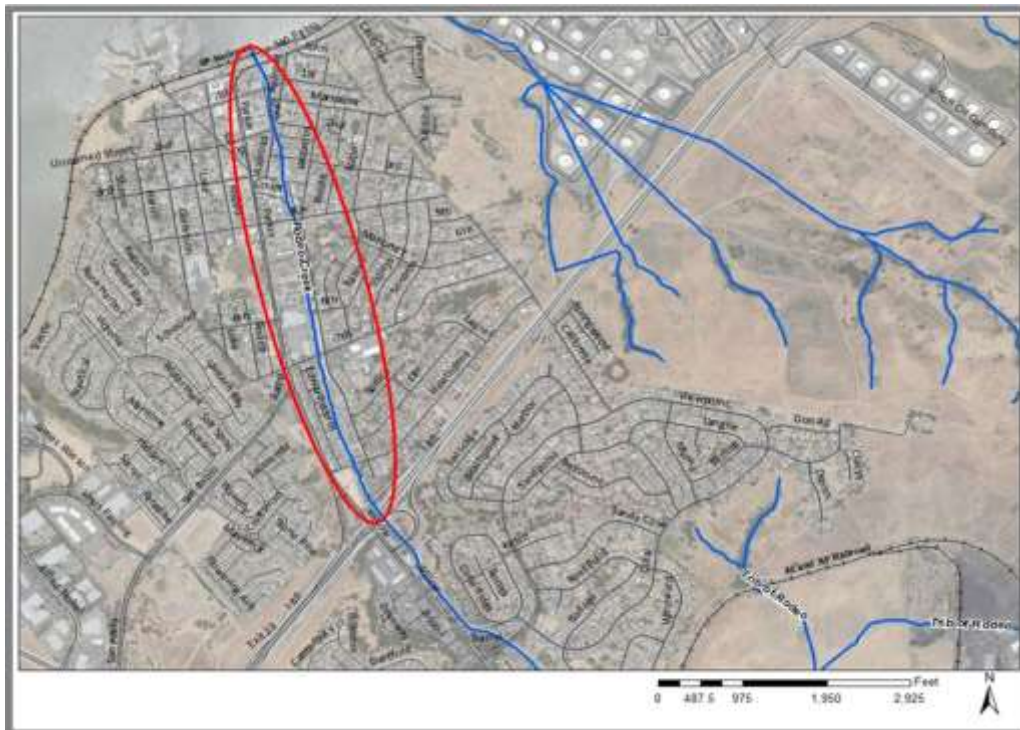
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Sustainable Capacity Improvement at Rodeo Creek  
**WORK ORDER:** WO TBD ID: 17  
**PROJECT DESCRIPTION:** Rehabilitate or replace concrete-lined portion of creek to improve conveyance, restore habitat  
**PROJECT NEED:** Rodeo Creek is a 1960s era USACE channel, is devoid of most habitat, and is difficult to keep desilted, especially in the lowest reach. A new, more sustainable design of the creek is needed, and it has the potential to serve as a catalyst for further revitalization of the adjacent community. This project would also reduce long term dredging costs.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 3  
**FUNDING SOURCE(S):** Unfunded  
**TOTAL PROJECT COST:** \$10,285,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,285,000
FUNDING SOURCE(S):								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,285,000

**LOCATION:** Rodeo



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

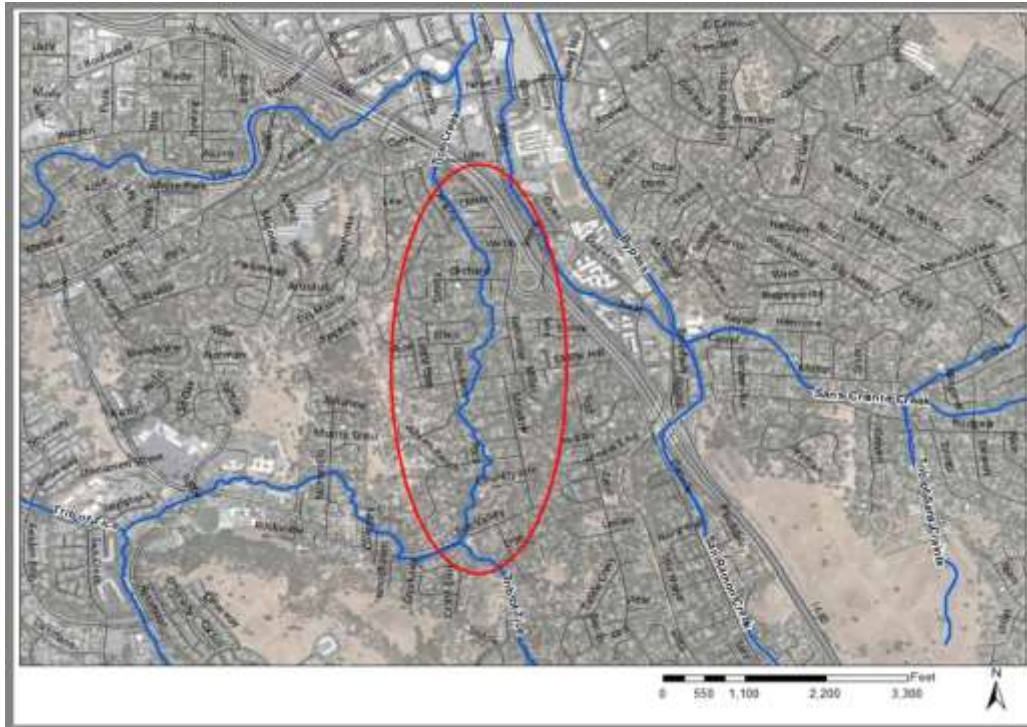
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** DA 67 - Tice Creek Bypass  
**WORK ORDER:** WO TBD ID: 117  
**PROJECT DESCRIPTION:** Construct 66-inch bypass pipe in Tice Valley Boulevard, Meadow Road and Lancaster to provide a bypass for storm flows in Tice Creek  
**PROJECT NEED:** The 2004 completion of the Rossmoor Detention Basin significantly reduced flood risk for this area providing approximately a 20-year level of protection from Tice Creek. This long-planned bypass pipe would provide additional conveyance while allowing Tice Creek to remain in it's natural state.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Grant funds, City of Walnut Creek funds, other funds TBD.  
**TOTAL PROJECT COST:** \$2,481,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,481,000
FUNDING SOURCE(S):								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,481,000

**LOCATION:** Walnut Creek, Unincorporated County



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** DA 33A Concord Boulevard Culvert Replacement  
**WORK ORDER:** WO TBD ID: 120  
**PROJECT DESCRIPTION:** Replace an undersized 60-inch culvert under Concord Blvd with a 117-inch by 79-inch arch culvert  
**PROJECT NEED:** The existing culvert is undersized and stormwater backs up and inundates Concord Blvd. The replacement culvert will be able to pass a 25-year storm event, lessening the risk of flooding on Concord Blvd. This is a cooperative project with the City of Concord. Per the 5-24-2005 JEPA, DA 33A will contribute a maximum of 90% of available funds which is currently approximately \$209k.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 4  
**FUNDING SOURCE(S):** Drainage Area 33A funds  
**TOTAL PROJECT COST:** \$297,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,000
<b>FUNDING SOURCE(S):</b>								
Drainage Area 33A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$209,779
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,221

**LOCATION:** Concord



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

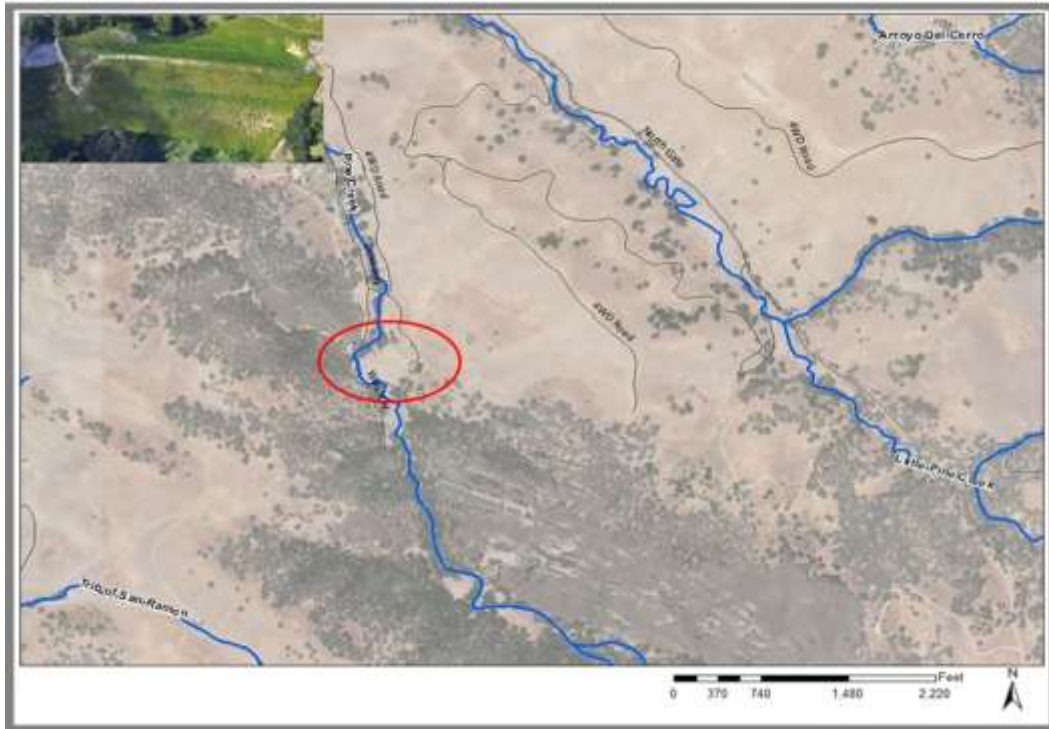
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Pine Creek Reservoir Sediment Removal and Capacity Restoration  
**WORK ORDER:** WO TBD ID: 124  
**PROJECT DESCRIPTION:** Remove accumulated sediment in Pine Creek Reservoir to restore design flood storage capacity. Create wetlands in new reservoir bottom as mitigation of impacts. Rehabilitate primary and emergency spillways to extend design life.  
**PROJECT NEED:** Another CIP project will first perform a functional assessment to verify continued need for reservoir. If found to still be needed, then this project will restore design functionality and extend the design life.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 4  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$5,000,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
FUNDING SOURCE(S):								
Flood Control Zone 3B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000

**LOCATION:** Walnut Creek, Unincorporated County



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Seismic evaluation is covered under a separate CIP entry because seismic work will likely be combined with other dams.



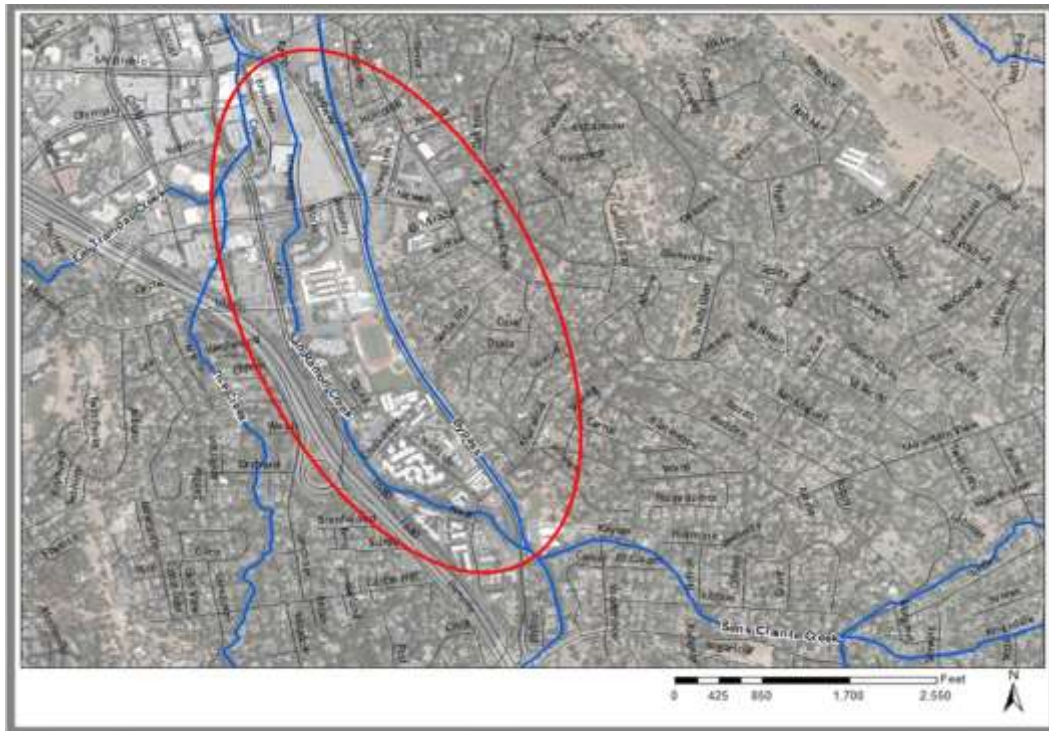
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** San Ramon Creek Sediment Removal near San Ramon Bypass  
**WORK ORDER:** WO TBD ID: 125  
**PROJECT DESCRIPTION:** Desilt San Ramon Creek downstream of the San Ramon Bypass diversion structure in Alamo to the bypass channel at the San Ramon PP Corridor  
**PROJECT NEED:** The San Ramon Creek Bypass Channel has a complex series of weirs allowing both low flows and high flows to continue down San Ramon Creek. Flows between those extremes are bypassed through the bypass system. The grades in San Ramon Creek downstream of the low flow pipe outfall prevent those low flows from passing into San Ramon Creek. This project would allow base flows to remain in the natural channel.  
**SUPERVISOR DISTRICT:** IV  
**PROGRAM TYPE:** system Preservation  
**PROJECT PRIORITY:** 4  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$363,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$363,000
<b>FUNDING SOURCE(S):</b>								
Flood Control Zone 3B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$363,000

**LOCATION:** District IV



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

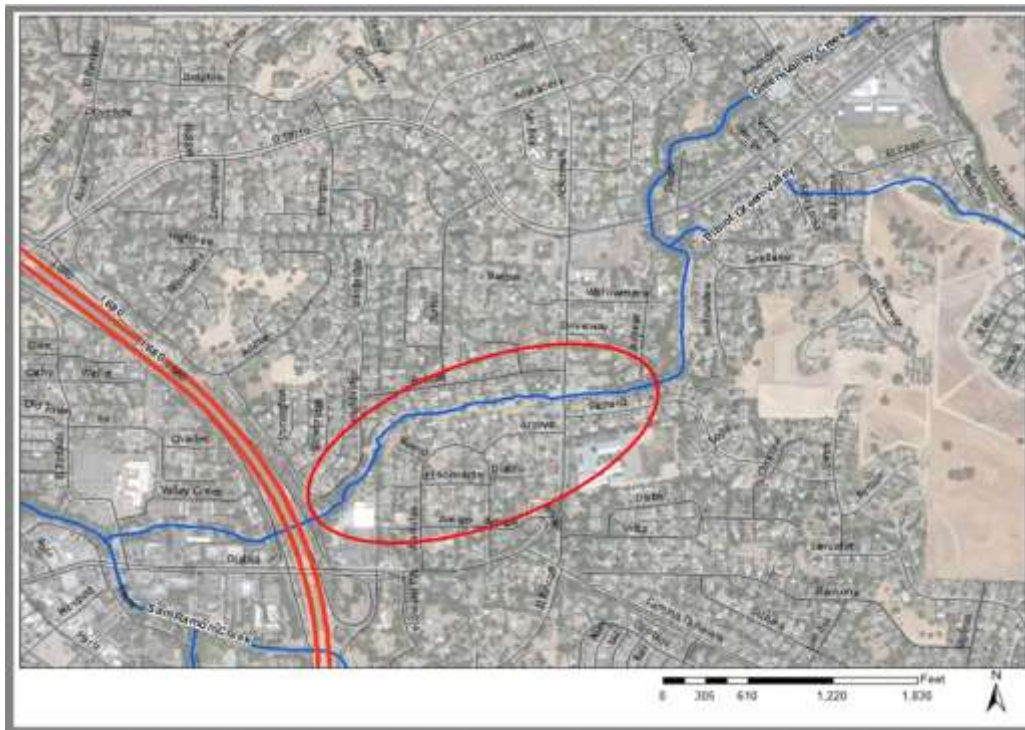
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Green Valley Creek Improvements up to 1st Crossing of Diablo Road  
**WORK ORDER:** WO TBD ID: 128  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** The existing channel is incised and lacks the capacity to pass the 100-year flood event. The project is needed to lower the flood risk to the surrounding neighborhood.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 4  
**FUNDING SOURCE(S):** Flood Control Zone 3B  
**TOTAL PROJECT COST:** \$6,600,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,600,000
<b>FUNDING SOURCE(S):</b>								
Flood Control Zone 3B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,600,000

**LOCATION:** Danville



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Green Valley Creek Improvements Upstream of 2nd Crossing of Diablo Road  
**WORK ORDER:** WO TBD ID: 129  
**PROJECT DESCRIPTION:** Hire specialized consultants to assess conditions of existing facilities. Two-phase approach: start with initial assessment, and proceed to more detailed assessment as warranted.  
**PROJECT NEED:** Green Valley Creek at this location has erosion pressures and capacity issues. Past creek improvements stopped just downstream. This project will improve erosion and capacity conditions.  
**SUPERVISOR DISTRICT:** II  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Flood Control Zone 3B & Town of Danville  
**TOTAL PROJECT COST:** \$2,024,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,804,000
FUNDING SOURCE(S):								
Flood Control Zone 3B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,804,000

**LOCATION:** Danville



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** DA 48B Line A at Port Chicago Highway  
**WORK ORDER:** WO TBD ID: 201  
**PROJECT DESCRIPTION:** Design and Construct 595 LF of 84-inch storm drain crossing Port Chicago Highway near Skipper Drive. This is a portion of DA 48B, Line A.  
**PROJECT NEED:** The existing 60-inch pipe under Port Chicago Highway is undersized and in poor condition. Construction of the replacement 84-inch storm drain will extend the service life of the facility and reduce flood risk for the surrounding community.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Contra Costa County Redevelopment, DA 48B  
**TOTAL PROJECT COST:** \$429,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,000
<b>FUNDING SOURCE(S):</b>								
Drainage Area 48B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,000

**LOCATION:** Bay Point



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:**

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** West Antioch Creek Improvements - L Street to 10th Street  
**WORK ORDER:** WO TBD ID: 203  
**PROJECT DESCRIPTION:** Design and construct channel improvements from the downstream end of "L" Street Crossing to the upstream end of the 10th Street culverts in conjunction with the City of Antioch  
**PROJECT NEED:** The current channel was constructed only to an interim capacity and currently does not contain a 100-year storm event. Bottlenecks include the UPRR arch culvert and the narrow channel through the fairgrounds. This project will need to be constructed prior to constructing the third 10-foot pipe under Highway 4.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Drainage Area 55, City of Antioch, Grants, developer funds (upon development of the fairgrounds)  
**TOTAL PROJECT COST:** \$4,906,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,906,000
FUNDING SOURCE(S):								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,906,000

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** NO

**NOTE:** Project needs to proceed before CIP#204.

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** West Antioch Creek Improvements at Highway 4  
**WORK ORDER:** WO TBD ID: 204  
**PROJECT DESCRIPTION:** Complete the storm drain system between "L" Street and Fitzuren Road. Work includes a new headwall downstream of "L" Street, one 8' by 10' box culvert under "L" Street, a single 10' diameter storm drain up to and under Highway 4 to connect to the exiting 10' pipes just north of Fitzuren Road. This results in a complete, triple 10' storm drain system.  
**PROJECT NEED:** Caltrans / CCTA has constructed a second bore under the highway as part of freeway widening in 2015. This CIP project completes the third bore between Fitzuren Road and "L" Street, and should not be constructed until downstream improvements (W. Antioch Creek at 10th Street, and W. Antioch Creek 10th Street to "L" Street) are constructed. See project #203.  
**SUPERVISOR DISTRICT:** III & V  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Drainage Area 55, City of Antioch, Grants  
**TOTAL PROJECT COST:** \$2,200,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000
FUNDING SOURCE(S):								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:** Project should follow construction of project #203.

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Fitzuren Road Remainder Parcel  
**WORK ORDER:** WO TBD ID: 205  
**PROJECT DESCRIPTION:** Prepare conceptual plans and facilitate development of three District-owned parcels on Fitzuren Road. Market these parcels for a commercial use, such as a restaurant or neighborhood retail.  
**PROJECT NEED:** These parcels were purchased in the 1980s to allow the construction of three large storm drains to carry West Antioch Creek. They were purchased with the intent of developing the unused portion once the storm drains were installed. The storm drain was designed to maximize the unused portion of the parcels and thus maximize the revenue generating potential for the District and DA 55. This project will follow the construction of the final 10' storm drain through the parcel.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Drainage Area 55, Flood Control District  
**TOTAL PROJECT COST:** \$215,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000
<b>FUNDING SOURCE(S):</b>								
Drainage Area 55	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:** Project should follow construction of project #204.

## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** East Antioch Creek Marsh Restoration  
**WORK ORDER:** WO TBD ID: 206  
**PROJECT DESCRIPTION:** Design and construct marsh and floodplain improvements on East Antioch Creek downstream of Cavallo Road. Includes marina outlet channel (or equivalent), hazardous material clean-up on affected portion of Hickmont site, and three new box culverts under Wilbur Avenue.  
**PROJECT NEED:** Provide flood protection in the lower watershed of East Antioch Creek in accordance with the adopted Drainage Area 56 (DA 56) plan  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** Drainage Area 56  
**TOTAL PROJECT COST:** \$7,585,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,585,000
<b>FUNDING SOURCE(S):</b>								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,585,000

**LOCATION:** Antioch



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** Yes

**NOTE:**



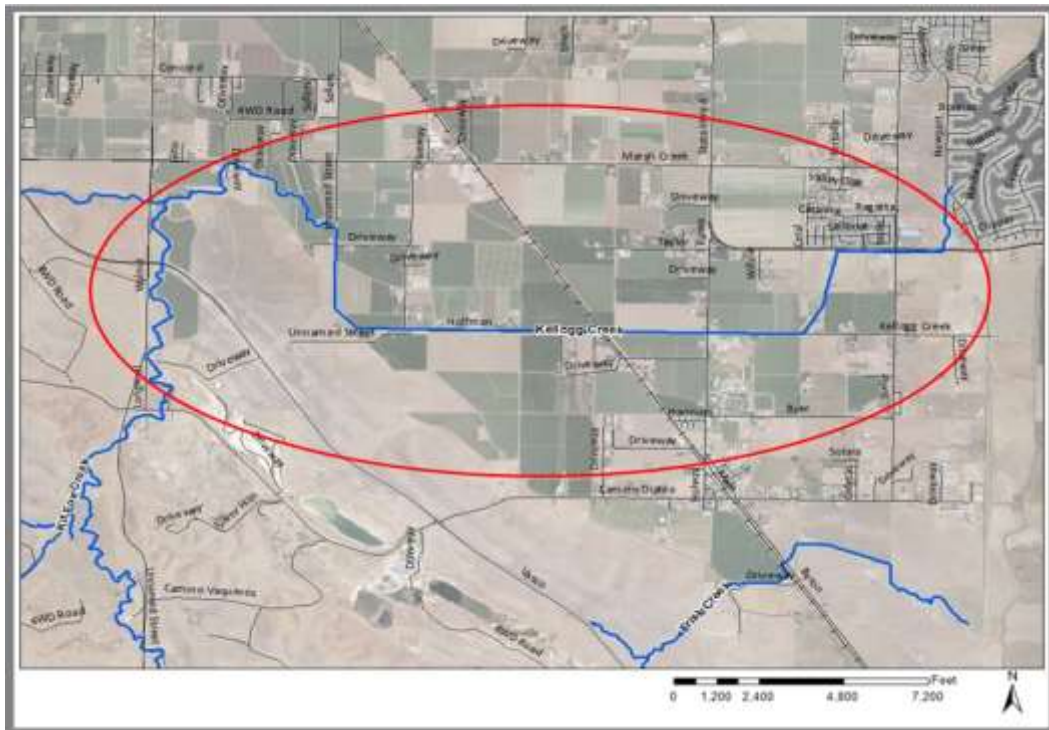
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** DA 109 - Kellogg Creek Project Development  
**WORK ORDER:** TBD ID: 225  
**PROJECT DESCRIPTION:** Re-analyze the Kellogg Creek (Drainage Area 109) Plan and develop projects for future implementation  
**PROJECT NEED:** The current DA 109 plan is conceptual, and while sufficient to collect funds for improvements, the plan lacks the detail to develop and prioritize projects in the watershed. This effort will re-study the DA 109 plan to define specific projects for implementation, rank those projects, and then begin implementation in priority order.  
**SUPERVISOR DISTRICT:** III  
**PROGRAM TYPE:** System Expansion  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** DA 109 Funds  
**TOTAL PROJECT COST:** \$270,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Future
PROJECT EXPENDITURES:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,000
FUNDING SOURCE(S):								
Drainage Area 109	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,000

**LOCATION:** Town of Discovery Bay



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):** YES

**NOTE:**

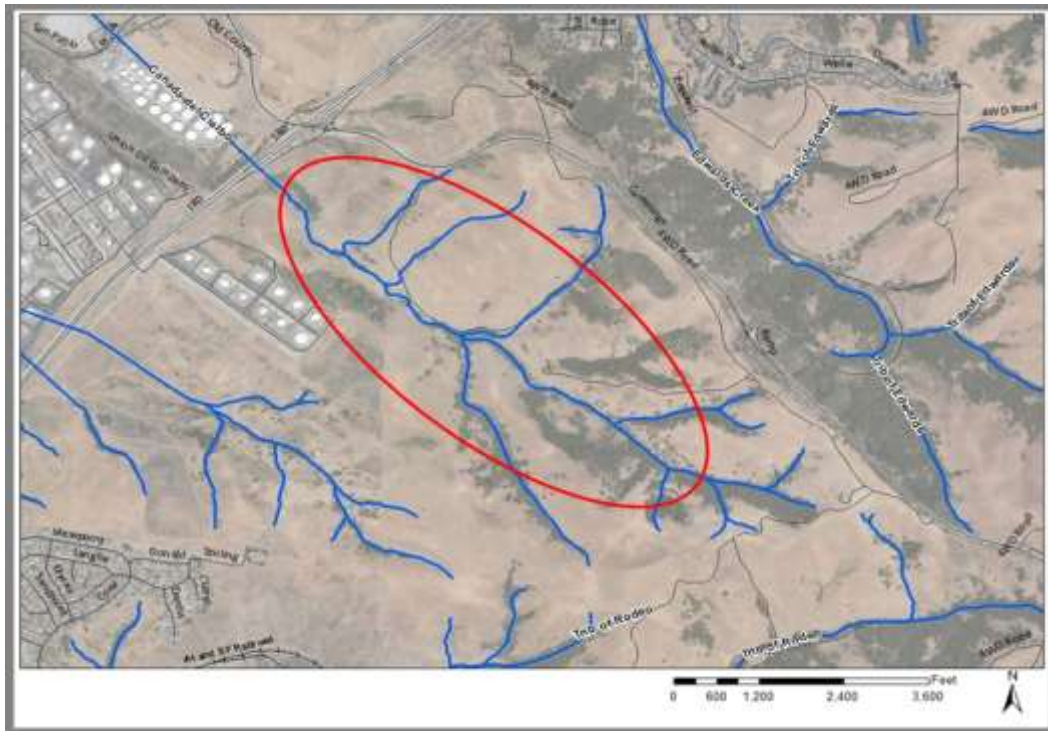
## UNPROGRAMMED FUTURE CAPITAL IMPROVEMENT PROJECT SUMMARY REPORT

**PROJECT NAME:** Canada di Cierbo Habitat Improvement  
**WORK ORDER:** WO TBD ID: 23  
**PROJECT DESCRIPTION:** Create a mitigation bank for County and District mitigation needs. Acquire right of way, develop restoration plan, implement plan and reap benefits.  
**PROJECT NEED:** Public projects often have unavoidable habitat impacts. Often, the remedy is to 'buy in' to a bank which is often located outside of the county. While this provides habitat mitigation, it does little to actually offset the impacts locally. The west part of CCC is underserved for this type of bank. Canada di Cierbo seeks to remedy this and provide quality, local mitigation and habitat improvement.  
**SUPERVISOR DISTRICT:** V  
**PROGRAM TYPE:** System Preservation  
**PROJECT PRIORITY:** 5  
**FUNDING SOURCE(S):** TBD  
**TOTAL PROJECT COST:** \$3,000,000

### PLANNED PROJECT EXPENDITURES AND FUNDING SOURCE(S)

	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	<u>Future</u>
<b>PROJECT EXPENDITURES:</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
<b>FUNDING SOURCE(S):</b>								
Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000

**LOCATION:** Crockett, Unincorporated County



**EAST COUNTY HABITAT CONSERVATION PLAN (Y/N):**

**NOTE:**



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

**Meeting Date:** 09/10/2018

**Subject:** County Sponsored Legislative Proposal, "Seniors/Persons with Disabilities Program"

**Submitted For:** TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

**Department:** Conservation & Development

**Referral No.:** 1, 17

**Referral Name:** "Review legislative matters on transportation...", "Review transportation plans and services for specific populations...senior mobility...accessible transportation..."

**Presenter:** John Cunningham, DCD

**Contact:** John Cunningham  
(925)674-7833

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### **Referral History:**

This specific legislative proposal has not been discussed by the Committee in the past. The proposal is a direct outgrowth of the Accessible Transportation Strategic (ATS) Plan currently being initiated by the Contra Costa Transportation Authority (CCTA) with assistance from County staff. The ATS Plan came about, in part, as a result of Board of Supervisors (BOS) advocacy for improvements to transportation services for seniors/persons with disabilities. This advocacy took place during the 2016 Measure X transportation sales tax effort and the 2017 Countywide Transportation Plan process.

### **Referral Update:**

After receiving a Caltrans Sustainable Transportation Planning Grant in May 2018, CCTA and County staff began preparations to launch the ATS Plan. That preparation included reaching out to various stakeholders. CCTA's Bus Transit Coordinating Council (BTCC) communicated the concern that three studies of this type have been done in the past with little success and asked how this study would be different. With that input staff reviewed the past efforts and the numerous studies available that document why these types of efforts are frequently unsuccessful.

That review resulted in staff developing a strategy to address the various risk areas of the study. One such area is that of funding availability. Funds in this field are notoriously scarce and dedicated almost entirely to operations. There is little flexibility or surplus funding available to make system changes or significant investment in capital or institutional capacity improvements. This proposal is intended to address that issue by making funds available to make system improvements without drawing on operations funding.

The details of the Seniors/Persons with Disabilities Transportation Program proposal can be seen

in the two attachments. In summary, the proposal addresses two long standing problems in providing transportation service to this population, 1) the well documented need to make systemic changes and improvements to the way these services are provided, and 2) increased operations funding needed due to pressures from demographic and public health shifts.

**Administrative Notes:**

TWIC staff is coordinating with Lara Delaney, legislative staff, to ensure the this proposal is developed consistent with County processes. This proposal was developed with the assistance of Mark Watts, the County's legislative advocate, and Peter Engel, Director of Programs - CCTA.

Relative to the Greenhouse Gas Reduction Fund request in the proposal, the SPD Program is consistent with #20 on our 2018 State Legislative Platform:

*SUPPORT efforts to expand eligible expenditures of the Greenhouse Gas Revenue[sic] Fund to investments in accessible transit/transportation systems (serving seniors, disabled, veterans) which result in more efficient (shared trips, increased coordination) service and corresponding reductions in greenhouse gas production.*

There are two attachments with similar information, one produced for internal County use and another developed for use by our legislative advocate:

1. 2019 County Sponsored Legislation Proposal
2. Detailed Seniors/Persons with Disabilities Transportation Program

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

REVIEW and REVISE as appropriate the County Sponsored Legislative Proposal, "Seniors/Persons with Disabilities Transportation Program" and RECOMMEND that the Board of Supervisors approve the Proposal.

**Fiscal Impact (if any):**

None.

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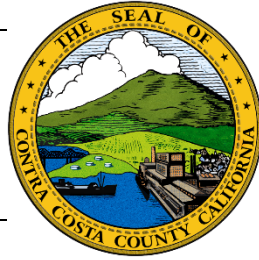
**Attachments**

2019 County Sponsored Legislation Proposal Form

Detailed Proposal: Seniors/Persons with Disabilities Transportation Program

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**CONTRA COSTA COUNTY  
2019 COUNTY-SPONSORED LEGISLATION  
PROPOSAL**



**Department:** Conservation and Development  
**Contact Person:** John Cunningham  
**Email:** john.cunningham@dcd.cccounty.us  
**Telephone:** 674-7833

**Title:** *(Describe in one sentence the issue you seek to address with State/Federal assistance)*  
The “Seniors/Persons with Disabilities (SPD) Transportation Program” proposal addresses the accessible transportation/paratransit/elderly-disabled sector of the transportation system which is underfunded and underdeveloped at present and set to grow more deficient as demographic and public health factors magnify the problems.

**Check one:**                    **State Platform**                        **Federal Platform**      
#20, “Support efforts to expand eligible expenditures of the GGRF to accessible transportation systems (seniors, persons with disabilities)...”

**Dept. Priority:**                    TBD of TBD    (e.g. 1 of 3)

**I. Summary of Proposal:**

*Please briefly describe the proposal and include the following information (where applicable):*

• ***Prior efforts to secure State or Federal assistance for the issue***

May 1, 2018 [letter](#) from the Board of Supervisors (BOS) to Assembly Committee on Budget and Senate Budget/Fiscal review committee requesting that the Committees, “...set aside revenue as a part of the Cap-and Trade budgeting process to reduce GHG [Greenhouse Gas] emissions by way of increasing the efficiency of accessible transportation services.”

The rationale for seeking Greenhouse Gas Reduction Funds (GGRF) is based on the ability to increase shared rides<sup>1</sup> which results in a reduction in vehicle miles traveled (VMT) GHGs. This is in addition to the statutory directive that certain portions of GGRF funding to be directed towards “disadvantaged communities” and result in a number of co-benefits including “public health”. The passenger population that would benefit from this program is entirely “disadvantaged”.

Local efforts include advocacy for increased funding during the 2016 Measure X transportation expenditure plan (TEP) process and during the Contra Costa Transportation Authority’s (CCTA’s) 2017 Countywide Transportation Plan (CTP) update.

• ***Compelling factors for the proposal that merit State or Federal assistance***

<sup>1</sup> University of California, Berkeley, Institute of Transportation Studies, “Evaluating the Impact of ITS on Personalized Public Transit” “Benefits of ITS: They describe the following benefits of ITS implementation. • Increase in the percent shared rides (the percentage of time that there are two or more requests in vehicle) from 38% to 55% • 13% savings in the unit transportation cost per passenger mile • Total personnel salaries decreased by 28%”

# CONTRA COSTA COUNTY 2019 COUNTY-SPONSORED LEGISLATION PROPOSAL

There are several compelling, compounding factors that support the proposal; these issues were reported to the BOS during the TEP and CTP processes:

- 1) **Demographics:** The aging of the population, referred to as the “silver” or “aging” tsunami, will result in a substantial increase in the population requiring service,
- 2) **Costs:** the cost of providing this type of transit service is increasing rapidly, faster than costs<sup>2</sup> for conventional bus,
- 3) **Sustainability:** Existing transit structures have evolved organically with public transit providers, non-profits, and other agencies/organizations providing service and filling gaps as they arise. For decades, concern has been raised at the local<sup>3</sup>, regional<sup>4</sup>, state level<sup>5</sup>, and federal<sup>6</sup> level that these structures are not robust or sophisticated enough to adequately respond the forecasted increase in demand.
- 4) **History:** There have been three paratransit plans developed in the County which have largely **not** been implemented. In initiating the fourth study of this type, staff is attempting to be methodical in removing barriers to implementation. One such barrier is limited funding which this proposal directly addresses.

A state response is warranted as Contra Costa County is not facing these problems alone. Both nationally and statewide<sup>7</sup> there is an acknowledgement that public institutions are ill prepared to respond to these issues.

- ***Consequences if State or Federal assistance is not provided***

The existing, organically developed structures for providing this service are likely to strain under the increased demand and may substantially underperform relative to the need.

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<sup>2</sup> Federal Transit Administration, 2014, “*Accessible Transit Services for All*”, the cost of providing demand response service is increasing faster than other types of transit. From 1999 to 2012, the cost of providing ADA paratransit service increased 138%. During the same time frame conventional fixed-route bus service increased by 82%

<sup>3</sup> During the 2016 Measure X Transportation Sales Tax initiative, the Expenditure Plan Advisory Committee identified improvements to services for seniors/persons with disabilities as a priority. Detail here:

[http://www.cccounty.us/DocumentCenter/View/46455/EPAC-Input-Exercise-Results\\_20130303Meeting?bidId=](http://www.cccounty.us/DocumentCenter/View/46455/EPAC-Input-Exercise-Results_20130303Meeting?bidId=)

<sup>4</sup> MTC: 2018 Coordinated Public Transit – Human Service Transportation Plan, “*Current senior-oriented mobility services do not have the capacity to handle the increase in people over 65 years of age...the massive growth among the aging ...points to a lack of fiscal and organizational readiness...the closure and consolidation of medical facilities while rates of diabetes and obesity are on the rise will place heavy demands on an already deficient system.*”

<sup>5</sup> **January 15, 2014 CCTA Board Meeting Minutes:** Commissioner [David] Durant [Pleasant Hill] said that the need for coordination in the area was great, and the dysfunction in the overall system needed to be solved. Representative [Amy] Worth [Orinda, MTC ex-officio]...given limited resources and inefficiencies of the current model, the Authority needs to be looking at a better way and that the plan created a framework and pathway. Mr. [Rick] Ramacier [County Connection] noted that there had been an explosion of paratransit services being provided by non-transit, social service/non-profit operators...while there were many benefits to the new services being provided, the future for those providers was uncertain because most rely upon grants.

**Metropolitan Transportation Commission, 2018 Coordinated Public Transit – Human Services Coordination Plan;**

“*Current senior-oriented mobility services do not have the capacity to handle the increase in people over 65 years of age...the massive growth among the aging ...points to a lack of fiscal and organizational readiness...the closure and consolidation of medical facilities while rates of diabetes and obesity are on the rise will place heavy demands on an already deficient system.*”

<sup>6</sup> The U.S. Government Accountability Office has produced reports for decades highlighting problems with this sector of the transportation system.

<sup>7</sup> California State Plan on Aging, describes the demographic shift as an “*aging tsunami*”, which will be “...felt in every aspect of society...” inclusive of transportation services.

# CONTRA COSTA COUNTY 2019 COUNTY-SPONSORED LEGISLATION PROPOSAL

Previous analysis provided to the BOS and national studies<sup>8</sup> establish that coordinated systems are more cost effective than our uncoordinated system. As demographic pressure increases, service demands will result in the current operational and fiscal inefficiencies being aggravated.

As public transit systems evolve in response to technological changes, there is no guarantee that these changes will be positive for public transit in general and specifically to the target, disadvantaged population. Funding this program will help to insulate the target population from negative impacts of these changes.

The Contra Costa Transportation Authority is initiating an Accessible Transportation Strategic (ATS) Plan with substantial assistance from County staff. The ATS Plan is proposed to be complete in 2019 at which point it is anticipated that additional revenue will be needed for implementation.

- *Steps taken locally to advance issue*

Staff has:

1. Collaborated with two staff level mobility management groups (West County & “Rest of the County”) comprised of leadership from transit agencies, non-profits, and staff from various city providers.
2. Consulted with the Advisory Council on Aging on the need for improvements to transportation and an increase in funding.
3. Supported CCTA in their development of a successful Caltrans grant application to fund the ATS Plan.
4. During the 2016 TEP and 2017 CTP efforts, developed numerous reports for the BOS which resulted in communication to CCTA emphasizing the need for increased funding and policy/administrative/governance changes relative to transportation for seniors/persons with disabilities. These efforts, in addition to several joint CCTA/Contra Costa County joint staff meetings, resulted in the ATS Plan now underway.
5. In preparation for the related ATS Plan, County and CCTA staff have jointly met with transit districts to listen to concerns, collect feedback, etc.

## **II. Action Requested:**

*Briefly describe the specific State/Federal assistance requested, e.g. a specified amount of funding for a particular purpose, a change in law promoting a particular outcome, etc.*

The proposal is for two programs, operations and capital. The two identified issues, service/administrative fragmentation and demographically driven increases in demand are addressed by 1) a Capital program focused on efficiency-improving investments, and 2) an Operations program with allocations based on population served by the program and subsequently indexed to the growth (or contraction) in the same population. Because this proposal serves disadvantaged individuals independent of geography as defined in, statutory action may be necessary to accommodate the proposal.

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<sup>8</sup> Transportation Research Board of the National Academy of Sciences: Transit Cooperative Research Program, Report 91: Economic Benefits of Coordinating Human Service Transportation and Transit Services: “*Significant economic benefits — including increased funding, decreased costs, and increased productivity — can be obtained by coordinating human service transportation and transit services.*”

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**a. Affected Code Sections (if known):**

Numerous, with respect to the GGRF, the proposal may seek to modify the Low Carbon Transit Operations Program (LCTOP) which was established as a part of the Transit, Affordable Housing, and Sustainable Communities Program established by Senate Bill 862 (2014) and modified various sections of the Health & Safety Code and the Government Code. These sections may need to be further modified to accommodate the proposal.

The definition of disadvantaged communities has been established by way of geographic descriptions (Section 39711 of the Health and Safety Code were modified by Senate Bill 535 - De León, Chapter 830, Statutes of 2012). This proposal serves exclusively disadvantaged individuals *independent* of geography. That said, the defining statutes may need to be further revised to also define disadvantaged communities by individual characteristics independent of narrow geographic definitions.

After the GGRF proposal, the advice of our legislative advocate is to leave the revenue source, at this stage, open. This program, with public health implications, is consistent with other general fund programs.

**b. Proposed Statutory Language (if available):**

*Pending*

**III. Fiscal Impact:**

**a. County**

As drafted, the proposal could bring new revenue in to the County to provide service to the target population.

**b. State (if applicable)**

The proposal requires that the state undertake certain activities to ensure effective use of the funds. These activities are defined in the “Support Services” section of the proposal and include administration of a grant program, research and establishment of metrics to evaluate expenditures and effectiveness, performance audits relative to Consolidated Transportation Services Agency (CTSA) and Coordinated Plan compliance. The State would, similar to other grant programs, administer grants to rural areas.

**c. Other (if applicable)**

As drafted, the proposal would require administration of a grant program by Metropolitan Planning Organizations in urbanized areas.

**IV. Anticipated Supporters of proposal:**

*Pending*

**V. Anticipated Opponents of proposal:**

*Pending*



**CONTRA COSTA COUNTY  
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**VI. Position on proposal by CSAC or League of California Cities (if available):**  
Pending

**VII. Prior History of Proposal (if any):**

**2018:** The California Senior Legislature (CSL) sponsored [Assembly Bill 2877 \(Mathiis\)](#) “[Vehicular air pollution: nonemergency medical transport](#)” which had some characteristics similar to this proposal, funding senior/disabled transportation services with GGRF revenues. The bill was held in Committee. County staff has initiated coordination with the CSL on the County’s 2019 proposal. We hope to merge the requests from the CSL and the County in to a single bill and secure CSL support for the County proposal.

In Contra Costa, and the greater Bay Area, staff believes this specific proposal is new. The following are local precursors:

**2018:** The Board of Supervisors adopted the following language in to the County’s 2018 State Legislative Platform:

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

With the following rationale:

*This policy is in support of the accessible transit/transportation initiatives discussed during the Measure X and 2017 Countywide Transportation Plan approval, and is consistent with the "Accessible Transportation" report provided to the Board of Supervisors in September 2017 which documented the need for substantial investment to make improvements in this field. The September 2017 report established that the County is not unique in this situation; these issues are widespread which justifies a statewide/nationwide legislative approach.*

**May 2018:** The Board of Supervisors sent a [letter](#) to the Committees responsible for drafting the FY 2018-19 GGRF Budget proposal. The letter requested revenue be set aside for efficiency and GHG reducing improvements to elderly/disabled transportation programs. This proposal builds on that original request proposing a specific program to distribute the revenues with a substantially more developed rationale.

**2018:** CCTA, with the assistance of the County, is initiating an the ATS Plan to determine how best provide transportation service to the elderly/disabled population. The intent is to have the ATS Plan complete by 2019. Similar, prior studies have not been implemented due to many factors, one of which is lack of funding. In anticipation of the completion of the ATS Plan, staff initiated this effort. The approach is to ensure that the outcome of the ATS Plan will be eligible for the proposed, new revenue.

**2017:** The Bay Area Regional Mobility Management Group developed a proposal for Regional Measure 3, “*Accessibility Improvements and Specialized Transportation Services in the Bridge Corridors for Seniors and Persons with Disabilities*” but the concept failed to get traction.

## Seniors/Persons with Disabilities Transportation Program

**Issue:** In order for transportation programs and systems to adequately serve seniors and persons with disabilities in the current regulatory environment, the following is required: 1) an increase in operations and capital funding, 2) improvements to the administration and governance of service providers, and 3) maximization of efficiencies in service delivery methods and models. These changes are necessary in order to respond to the impending demographically driven spike in demand for services in addition to other issues described below. There is no state or federal program adequately addressing the scale of this long forecasted increase in transportation needs to this acutely disadvantaged population.

**Administrative or Legislative Timeline Overview:** The intent is to have this proposal proceed in the 2019 legislative session. While there is no set timeline driving this effort, the aforementioned spike in demand for service, and the lack of progress in this field have been *observed* and *analyzed* for decades<sup>1</sup>. This proposal leverages existing analysis and tool facilitating quick implementation of long overdue strategies and actions.

**Background:** The impending increase in the senior population and the complex systems serving the same have been, for some time, the subject of considerable analysis and limited action. This situation is best summarized in the report, *“Economic Benefits of Coordinating Human Service Transportation and Transit Services.”*<sup>2</sup>

*Local transportation services for the disadvantaged are often delivered by a variety of nonprofit organizations, operated independently by multiple entities in a community, and result in duplicative, overlapping, and uncoordinated services. The analysis concludes that although coordination sounds like an easy and magical policy solution to be effective, state-level policies must, at a minimum, **target and fund the coordination process.***

This proposal **targets and funds the coordination process** enabling immediate **action** by leveraging existing analysis and tools:

- 1) The existing statewide inventory of locally developed *Coordinated Public Transit-Human Services Transportation Plans*<sup>3</sup> (hereafter “Coordinated Plans”) include implementable recommendations. The Coordinated Plans are planning documents that are consistently produced throughout the state per federal regulations. These documents include recommendations that are reasonably forecasted<sup>2</sup> to simultaneously increase cost effectiveness, expand service, and improve service quality.
- 2) Consolidated Transportation Service Agencies: (CTSAs) were created under the Social Service Transportation Act (AB 120 – 1979). The Act required agencies throughout California to conduct regional inventory reports and prepare/implement action plans. The intent was to encourage coordination among social service transportation providers so existing transportation resources are used more effectively.

**Problem Statement:** This proposal directly addresses three problems in this transportation sector:

- **Fragmented Services:** This transportation sector is funded by numerous local, state, and federal programs across multiple governmental sectors (transportation, social services, etc.). These numerous programs, in many areas, have resulted in the unintended consequence of fragmented and duplicative programs.<sup>4</sup> In addition to the administrative and fiscal problems resulting from this fragmentation, these silos result in arbitrary transit service

<sup>1</sup> Government Accountability Office (GAO) reports 109878, 591707, 650079, 658766, 660247, 667361, et al: *“...duplication of effort and inefficiency in providing transportation when agencies do not coordinate...”, “...state and local agencies are unaware that they are...providing transportation services identical and parallel to those of another agency”...transit agency officials that we spoke with said that they would like to implement coordination efforts, but have been unable to get various parties to come together...”, “continuing challenges such as insufficient leadership at the federal level and limited financial resources and growing unmet needs at the state and local level.”, “...state and local officials expressed concern about their ability to adequately address expected growth in elderly, disabled, low-income, and rural populations.”, “...agencies providing similar transportation services to similar client groups may lead to duplication and overlap when coordination does not occur.”*

<sup>2</sup> Transportation Research Board of the National Academy of Sciences: Transit Cooperative Research Program, *Report 91: Economic Benefits of Coordinating Human Service Transportation and Transit Services: “Significant economic benefits — including increased funding, decreased costs, and increased productivity — can be obtained by coordinating human service transportation and transit services.”*

<sup>3</sup> A 2004 Executive Order resulted in federal transit law requiring that eligibility for certain funding streams be established through *“...a locally developed, coordinated public transit-human services transportation plan,”* and that the plan be *“developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public”*. As a result, throughout the country there are consistently developed and adopted coordinated plans. These plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes and provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

<sup>4</sup> GAO: Transportation Coordination: Benefits and Barriers Exist, Planning Efforts Progress Slowly: *“As HHS and FTA have recognized, the lack of coordination among human services transportation providers and public transit operators contributes to the duplication or overlapping of transportation services...particular clients may be left unserved or underserved...”*

boundaries requiring unnecessary passenger transfers. These transfers simultaneously increase costs, decrease safety, and extend trip times for this categorically disadvantaged population.

- **Demographics:** The “aging tsunami”<sup>5</sup>, brought about by the aging of the baby boomers has long been forecasted to increase the demand for the subject transportation services. This is a well-documented issue, the California State Plan on Aging indicates that by 2030 senior age groups will increase anywhere from 70% up to 274%. These age groups have cognitive and physical characteristics that either require this type of service and/or results in the loss of ability to drive themselves. These increases will magnify the negative fiscal impact of the fragmented systems mentioned above.
- **Quality of Service:** In addition to the fiscal inefficiencies, these fragmented programs are difficult for the target population to navigate<sup>6</sup>. This is partly due to the regulatory factors associated with each funding source. The target population: seniors, persons with cognitive and physical disabilities, and other disadvantaged populations, are forced to navigate transportation systems that are more complex than the general public uses.

**Suggested Approach:** The proposal is for two programs, operations and capital. The two identified issues, service/administrative fragmentation and demographically driven increases in demand are addressed by 1) a **Capital** program focused on efficiency-improving investments, and 2) an **Operations** program with allocations based on population served by the program and subsequently indexed to the growth (or contraction) in the same population. Because this proposal serves disadvantaged individuals **independent** of geography as defined in Senate Bill 535 (2012 – DeLeón) statutory revisions may be necessary to accommodate the proposal.

### **Capital**

Capital funding will be disbursed through competitive grants<sup>7</sup> to projects which are included in the applicable Coordinated Plan. These projects will implement systemic improvements which have been demonstrated to result in more efficient use of resources, improve service quality, increase shared trips (which reduce greenhouse gasses as a result). Eligible activities include but are not necessarily limited to planning, technology investments<sup>9</sup> including hardware and software (subject to restrictions<sup>8</sup>) clean vehicles (so long as they are operating consistent with the applicable Consolidated Plan and/or by a CTSA), and administrative costs associated with the creation and incubation of new service models and organizations.

### **Operations**

1. Operations funding will be granted annually, on a continuing basis, with a formula reflecting the population served (See Support Services below).
2. Agencies are granted “provisional eligibility” for operations funding under the following scenarios<sup>7</sup>:
  - a. The programs and activities seeking funding are found to be consistent with the applicable Consolidated Plan. The legislative body which originally approved the Consolidated Plan will pass a resolution, in a publically noticed hearing, making that determination accompanied by findings of fact or other evidence.
  - b. Consolidated Transportation Services Agencies (CTSAs) that are active and otherwise in good standing are categorically eligible for operations funding.
3. The provisional eligibility will be subsequently confirmed by the State Auditor and Department of Transportation (see *Support Services* below)

### **Emergency Services: Repatriation Fund**

The Program would close an existing gap in emergency response funding and programs. *Evacuation* activities for seniors/persons with disabilities (referred to as “access & functional needs” [AFN] population in the emergency services field) are understandably and justifiably eligible for disaster relief funding. However, there is no funding

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<sup>5</sup> California State Plan on Aging 2017-2021: “The impact of an aging population, described by some as an “age wave” and others as an “aging tsunami,” will be felt in every aspect of society. The economic, housing, **transportation**, health, and social support implications of this phenomenon must also be viewed in the context of the State’s tremendous population growth, which continues to challenge the State’s overall infrastructure planning.”

<sup>6</sup> GAO: Opportunities to Reduce Potential Duplication in Government Programs, Safe Tax Dollars, and Enhance Revenue., “...GAO and others have reported that the variety of federal programs providing transportation services to the transportation disadvantaged has resulted in fragmented services that can be difficult for clients to navigate and narrowly focused programs that may result in service gaps”

<sup>7</sup> [Placeholder for language regarding Contra Costa County SPD pilot program funding eligibility]

<sup>8</sup> Restrictions would include but not necessarily be limited to 1) requiring adjoining or interacting jurisdictions to have identical or compatible software packages, and 2) ensuring the organization has ongoing staff, training, and budget capacity to support the full usage of the software.

or authority to *return (repatriate)* the AFN population to their origin during the post-disaster period. The transportation needs of this population can vary greatly from the general population often requiring special vehicles and staff to accommodate mobility/medical devices or support individuals with cognitive or physical limitations. A Repatriation Fund within the SPD Program will fund these activities and make any statutory changes necessary to authorize reimbursement.

**Support Services:** The State would provide the following support services:

1. The State Auditor, with assistance from the Department of Transportation, will conduct a meta-analysis of the numerous state and federal studies on this topic for the purpose of establishing metrics by which systemic improvements and operations are evaluated.
2. Entities receiving funding under this program are subject to a) a review of CTSA and Coordinated Plan eligibility and effectiveness, and b) performance audits (with an obligation to implement corrective actions).
3. Establish the mechanism to index operations funding to the target population.
4. The Legislative Analyst's Office will identify and present solutions to any statutory, administrative or other barriers to coordination.

**Specific Needs:** The following are excerpts from the Coordinated Plans throughout the state demonstrating the need for the program

- Metropolitan Transportation Commission (San Francisco Bay Area), *"Current senior-oriented mobility services do not have the capacity to handle the increase in people over 65 years of age...the massive growth among the aging ...points to a lack of fiscal and organizational readiness...the closure and consolidation of medical facilities while rates of diabetes and obesity are on the rise will place heavy demands on an already deficient system."*
- Butte County, *"Top-ranked barriers to accessing needed transportation: Funding challenges for directly operating or contracting for transportation..."*
- Inyo-Mono Counties: *"The greatest barrier to coordination for all rural counties is lack of funding. There is simply not enough money available to meet all transportation needs for the target population... particularly in light of the dispersed communities and long travel distance...as such, the various human service agencies piece meal together trips for the most critical needs. Lack of funding/resources contributes to the limited staff time available for all agencies to pursue further coordination efforts"*
- Lake County, *"PRIORITY 1 – Critical: Pursue and secure funding to support, maintain, improve safety and enhance the Lake County public transportation network..."*, *"...Continued priority must be placed on securing new funding sources..."*
- Madera County, *"The greatest barrier to coordination for many smaller counties is lack of funding. There is simply not enough money available to meet all transportation needs for the target population, particularly in light of the dispersed development pattern and long travel distance in Madera County"*
- Sacramento Area Council of Governments, *"...gaps in service remain due to geography, limitations in fixed-route and demand responsive services, program/funding constraints, eligibility limitations, knowledge and training."*
- San Bernardino, *"...COORDINATED PLAN strategies can be supported with 5310 funds ...however, this competitive funding source is modest..."*, *"...agencies and their transit programs need for assistance continues as they face funding uncertainties and increasing reporting requirements..."*, *"...First Priority Strategies: Secure funding, particularly from discretionary sources, to maintain, enhance and expand transit and specialized transportation services..."*
- San Diego, *"...gaps in service remain due to geography, limitations in transit service, funding constraints, eligibility, knowledge, and training..."*
- Shasta County, *"...limited resources in the form of staff availability, interest, leadership, service and/or capital capacity, funding, and time..."*,
- Stanislaus Council of Governments, *"While public transportation services do receive Local Transportation Funds...and State Transit Assistance (STA) funds, it is generally not sufficient to address many of the service challenges, such as limited frequencies and longer service hours, which were common themes..."*
- Ventura County, *"...limited funds suggest that it will be critically important to seek other funding sources"*

*to address many of the proposed strategies. Such additional funding sources could include but are not limited to...State cap and trade funding..."*

## **Revenue Options**

### **Greenhouse Gas Reduction Fund (GGRF)**

Certain operational and technology investments have a demonstrable<sup>9</sup> ability to decrease greenhouse gas (GHG) production by way of increasing the number of shared trips in a demand-response transit operation. Currently, there are **no** GGRF revenues **specifically** dedicated to this population other than the broad preference for projects in disadvantaged communities, in limited areas. The Low Carbon Transit Operations Program (LCTOP) is silent on service to seniors/persons with disabilities. This program specifically serves this categorically disadvantaged population without geographic limitations.

GGRF Related Co-Benefits: Not only are these investments consistent with the core principle of the Cap-and-Trade Program (GHG reduction) but this program directly serves a population that is entirely and acutely disadvantaged. Given the sensitive nature of the target population, and the fact that the lack of transportation is a common barrier to routine medical appointments<sup>10</sup>, the mobility improvements from this program will inevitably and substantially increase public health.

### **General Fund**

The activities in this program are consistent with other activities funded by these revenues. An appropriation from the General Fund for the Operations program is reasonable and appropriate.

### **State Bond Program**

The activities in this program are consistent with other activities funded with state bonds. A new program funding the capital activities in this program would be reasonable and appropriate.

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<sup>9</sup> University of California, Berkeley, Institute of Transportation Studies, "Evaluating the Impact of ITS on Personalized Public Transit" **"Benefits of ITS: They describe the following benefits of ITS implementation. • Increase in the percent shared rides (the percentage of time that there are two or more requests in vehicle) from 38% to 55% • 13% savings in the unit transportation cost per passenger mile • Total personnel salaries decreased by 28%"**

<sup>10</sup> Health Outreach Partners, "Overcoming Obstacles to Health Care: Transportation Models That Work".



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

**Meeting Date:** 09/10/2018  
**Subject:** DISCUSS potential TWIC revisions to County's Federal/State  
Legislative Platform for 2019 Legislative Session  
**Submitted For:** TRANSPORTATION, WATER & INFRASTRUCTURE  
COMMITTEE,  
**Department:** Conservation & Development  
**Referral No.:** 1  
**Referral Name:** Review legislative matters on transportation, water, and infrastructure.  
**Presenter:** John Cunningham, DCD      **Contact:** John Cunningham  
(925)674-7833

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#### **Referral History:**

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

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

Lara Delaney, the County's staff lead on legislation, sent out a request for review and comment on the platform. This item is in response to that request and is an initial review. Additional staff comments and recommendations will be brought forward at a future meeting for finalization and ultimately forwarding to the full Board of Supervisors.

#### **Referral Update:**

The State and Federal Legislative Platforms are attached. Proposed revisions will be reflected using redline/strikeout. We are at an early stage of our platform review at this point in the year, there are limited revisions for review.

Revisions have been solicited from responsible staff. Topics not included in the Committee's referrals have been grayed out.

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

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

Rationale for the revisions are immediately below:

**Federal Platform:**

**Page 5:** 9. [Staff Proposal]: West Contra Costa High Capacity Transit Project: Description TBD

**Rationale:** The County maintained a plank advocating for eBART funding until the opening of the extension. After service initiated, at the request of BART staff, the platform language was updated to reflect the next phase in eBART system development, "4. Brentwood Intermodal Transit Center".

Around the time that eBART opened, the West Contra Costa Transportation Advisory Committee completed a High Capacity Transit Study. That study made numerous recommendations for the expansion of high capacity transit in West Contra Costa County including a BART extension. With the eBART extension completed staff is proposing that the platform reflect the recommendations of the recently completed West County study.

**State Platform:**

**Page 2:** County Sponsored Legislation: See earlier TWIC discussion item, "RECOMMEND that the Board of Supervisors approve the County Sponsored Legislative Proposal, "Seniors/Persons with Disabilities Program"

**Page 35/36:** The suggested revision clarifies and sanctions the current approach to resolve the issue with obligations to the state relative to the County owning/operating the Iron Horse Corridor right-of-way. A legislative solution is being considered.

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

**DISCUSS and REVISE the County's 2019 State and Federal Legislative Platforms (TWIC Referrals Only) and DIRECT staff as appropriate.**

**Fiscal Impact (if any):**

None.

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**Attachments**

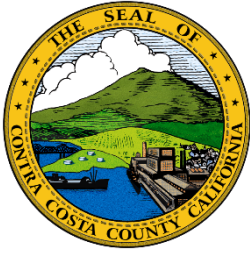
CC County - 2019 REVISIONS to 2018 State Platform

CC County - 2019 REVISIONS to 2018 FEDERAL Platform

CCTA 2018 State Advocacy Platform

CCTA 2018 Federal Advocacy Platform

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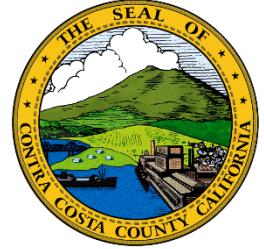
~~2018 ADOPTED~~  
STATE LEGISLATIVE  
PLATFORM

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Contra Costa County

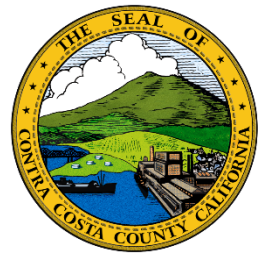
**January 23, 2018**  
***Amended March 27, 2018*** For TWIC Review 9/10/18





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## 2018 STATE LEGISLATIVE PLATFORM CONTRA COSTA COUNTY

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

### COUNTY-SPONSORED LEGISLATION

**Proposed: Seniors/Persons with Disabilities Transportation Program [See 9/10/18 TWIC Packet for details]**

#### **West Contra Costa Healthcare District (SB 522)**

Given the District's limited funding and change in operations, legislation that would allow the Board of Supervisors to appoint the District's governing body is necessary and appropriate. It would eliminate the cost of elections and foster collaboration between the District and the County as these two public agencies work together to meet the medical needs of District residents. On August 1, 2017, the Board of Supervisors authorized the County Administrator to seek legislation to change the District's Board of Directors from an elected board to one appointed by the Board of Supervisors. The District's governing body also supports this change. A bill has been introduced to accomplish this, SB 522, and will be considered in January 2018.

### LEGISLATIVE/REGULATORY ADVOCACY PRIORITIES

*Each year, issues emerge through the legislative process that are of importance to the County and require advocacy efforts. For 2018, it is anticipated that critical issues requiring legislative advocacy will include the following:*

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

Due to the restructuring of In-home Supportive Services (IHSS) funding in the State Budget (SB 90), the new Maintenance of Effort will shift program costs to counties; Contra Costa County anticipates a resultant decrease in IHSS administration funding. At the same time, the County

expects that IHSS caseloads and authorized hours per case will continue to increase. In Contra Costa County, the number of caseloads increased by 16% from FY 2013-14 to FY 2016-17; the number of providers grew by 13%; and average authorized hours per case increased by 19%. The new proposed administrative funding is not expected to match the growing need for increased administration time and support needed to meet the demand of the growing IHSS population. Anticipated negotiations for the FY 2019-2020 State budget will re-examine the funding structure for IHSS and determine the sustainability of county revenues and programs.

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

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

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

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

*Priority 3: Water and Levees /The Sacramento-San Joaquin Delta* – The enactment of the Delta Reform Act (2009), a bill that established the co-equal goals for reliable water supply and ecosystem restoration for the Delta, created the Delta Stewardship Council, and supported the proposed Bay Delta Conservation Plan (BDCP) --an effort to construct a pair of massive tunnels under the Delta-- will bring significant, large-scale change to the Delta as we know it. The scope and content of these changes, as well as enduring political battles between northern and southern California over water, will continue to guide legislative and administrative agendas in the coming

year. Enabling legislation was also passed in 2009 for a state water bond, which was delayed from the 2010 and 2012 ballots but successfully passed on the 2014 state ballot, as Proposition 1.

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

Particular areas of concern for 2018 include, but are not limited to: (1) the ongoing development of the BDCP project, now recast as the California WaterFix (CWF) and whether the state water bond appropriates funds specific to the BDCP/CWF; and (2) the impacts of the Delta Plan on local land use authority, efforts to expedite state bond funding for levee improvement projects, and the development of flow standards that will impact water quality and ecosystem health in the Delta. The County's adopted Delta Water Platform, as well as the Strategic and Action Plans, are incorporated in this Platform by reference.

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

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

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

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

## STATE PLATFORM POLICY POSITIONS

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

### Agriculture

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

## Animal Services

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

## Child Support Services

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

## Climate Change

17. SUPPORT the CSAC *Climate Change Policy Statements and Principles* which address a broad range of issues affected by climate change, including water, air quality, agriculture, forestry, land use, solid waste, energy and health. *The document is largely based on existing CSAC policy and adapted to climate change. Additionally, the document contains a set of general principles which establish local government as a vital partner in the climate change issue and maintain that counties should be an active participant in the discussions in the development of greenhouse gas reduction strategies underway at the state and regional level.*

18. SUPPORT efforts to ensure that the implementation of AB 32 results in harmony between the greenhouse gas reduction target created by the Air Resources Board for each regional/local agency, the housing needs numbers provided by the state Department of Housing and Community Development pursuant to housing element law, and the Sustainable Communities Strategy developed through the Regional Transportation Plan processes.
19. SUPPORT legislative or administrative efforts that favor allocation of funding from the California Greenhouse Gas Cap and Trade Program to jurisdictions that are the largest emitters of greenhouse gas, have disadvantaged communities that are disproportionately affected by environmental pollution, have Natural Community Conservation Plans or similar land conservation efforts that will address climate change and have demonstrated a local commitment to climate protection (e.g. established emissions reduction targets, prepared Climate Action Plans, etc.). *The County has several good projects that would sequester carbon, such as Creek and wetland restoration projects.*
20. SUPPORT efforts to expand eligible expenditures of the Greenhouse Gas Reduction Fund to investments in accessible transit/transportation systems (serving seniors, disabled, veterans) which result in more efficient (shared trips, increased coordination) service and corresponding reductions in greenhouse gas production. ~~*This policy is in support of the accessible transit/transportation initiatives discussed during the Measure X and 2017 Countywide Transportation Plan approval, and is consistent with the "Accessible Transportation" report provided to the Board of Supervisors in September 2017 which documented the need for substantial investment to make improvements in this field. The September 2017 report established that the County is not unique in this situation; these issues are widespread which justifies a statewide/nationwide legislative approach.*~~
21. SUPPORT efforts to ensure life-cycle costs are considered when planning new projects in the state. A key challenge for State and local agencies is funding the ongoing operation and maintenance of infrastructure. This includes all aspects of the built environment: buildings, roads, parks, and other infrastructure. *As California begins to implement more aggressive climate goals, the State should be thinking about new methodologies for anticipating project costs. In particular, it is evident that California will need a different transportation system than the one we have currently, and that this new transportation system will be more expensive to maintain. Traditional accounting methods that look only at initial project cost lead to situations where infrastructure fails, at greater replacement cost than if ongoing operation and maintenance had been included from the beginning. This would include methodologies for internalizing the social and environmental costs of projects.*
22. SUPPORT revisions to the Public Resources Code and the Air Resources Board's Investment Plans to provide Cap and Trade funding for the conservation of natural lands, parks and open space through fee title acquisition as well as easements.



23. OPPOSE changes to the California Environmental Protection Agency's protocols for designating disadvantaged communities which result in a reduction in the number or size of disadvantaged communities in Contra Costa County. Disadvantaged communities are prioritized for receipt of Greenhouse Gas Reduction Funds, the funding source for a number of state grant programs. *Contra Costa County has a number of communities and neighborhoods that are economically and socially disadvantaged and located near large, current and former industrial sites. These industrial operations contribute through the Cap and Trade program to the Greenhouse Gas Reduction Fund. The state designations should continue to reflect the disproportionately acute needs of these communities.*
24. As California and the East Bay region experiences more frequent and prolonged periods of extreme heat, extreme heat will impact human health, demand on health services, potable water, agriculture, vectors, wild fires, and demand on electricity. SUPPORT funding and infrastructure to help protect vulnerable communities and populations as the mean temperature of the region steadily increases due to global climate change.

### **Delta Water Platform**

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

### **Elections**

25. SUPPORT legislation to adjust precinct sizing from 1,000 voters per precinct to 1,250 voters per precinct. *With the option of being able to have up to 1,250 voters per precinct, the best polling locations in a neighborhood can be selected, and that same site is more likely to be used for several elections, thus avoiding the need to change poll sites for voters.*
26. SUPPORT full state reimbursement for state mandates imposed upon local registrars by the Secretary of State, including special state elections. *The state has committed to reimburse Counties for the cost of certain state mandates. That reimbursement process, SB 90, can be lengthy and contentious. The SB 90 process is also subject to uncertainties including partial payments, delayed payments, and now, suspended or no payments. In lieu of the SB 90 process for Elections, there is merit in the examination of having the state pay its pro-rata share of costs when state candidates/measures are on the ballot.*

### **Emergency Preparedness, Emergency Response**

27. SUPPORT legislation that would give local agencies more authority to train volunteers, provide funding for Community Emergency Response Training (CERT), and help clean-up oil spills without taking on additional legal liability.

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

### Eminent Domain

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

### Flood Control and Clean Water

35. SUPPORT authorization for regional approaches to comply with aquatic pesticide permit issues under the purview of the State Water Resources Control Board. *Contra Costa County entered into an agreement with a neighboring county and several cities to share the costs of monitoring. While it makes sense for local government to pool resources to save money, State Board regulations make regional monitoring infeasible.*
36. SUPPORT efforts to provide local agencies with more flexibility and options to fund stormwater programs. *Stormwater permit requirements issued by the Regional Water Quality Control Boards are becoming more and more expensive, yet there is no funding. Stormwater services, encompassing both water quality and drainage/flood control, could*

*be structured like a utility with the ability to set rates similar to the other two key water services: drinking water and wastewater.*

37. SUPPORT efforts to provide immunity to local public agencies for any liability for their clean-up of contaminations on private lands. *This will be more critical as the Regional Water Quality Control Boards institute Total Maximum Daily Loads, which establish a maximum allowable amount of a pollutant (like mercury) in the stormwater from a watershed.*
38. SUPPORT efforts to require the Department of Water Resources (DWR) to provide 200 year flood plain mapping for all areas in the legal Delta. SB 5 requires the County and cities in the Delta to insure certain development projects must have 200 year level of protection and to make certain related findings. *DWR has revisited developing 200-year flood plain maps, but if they do, only working in areas protected by project levees which does not include any areas within Contra Costa County.*
39. SUPPORT legislation to enable Zone 7 Water Agency to become a new public agency, separate and apart from the Alameda County Flood Control and Water Conservation District, with territory in both Alameda and Contra Costa counties and the power to provide specific services, insofar as the legislation is guided by adopted Principles of Understanding.

### General Revenues/Finance

*As a political subdivision of the State, many of Contra Costa County's services and programs are the result of state statute and regulation. The State also provides a substantial portion of the County's revenues. However, the State has often used its authority to shift costs to counties and to generally put counties in the difficult position of trying to meet local service needs with inadequate resources. While Proposition 1A provided some protections for counties, vigilance is necessary to protect the fiscal integrity of the County.*

40. SUPPORT the State's effort to balance its budget through actions that do not adversely affect County revenues, services or ability to carry out its governmental responsibilities.
41. OPPOSE any state-imposed redistribution, reduction or use restriction on general purpose revenue, sales taxes or property taxes unless financially beneficial to the County. *(Note that a redistribution of sales and property tax may be beneficial to Contra Costa County in the event that sales tax growth lags behind property tax growth.)*
42. OPPOSE efforts to limit local authority over transient occupancy taxes (TOT).
43. OPPOSE any efforts to increase the County's share-of-cost, maintenance-of-effort requirements or other financing responsibility for State mandated programs absent new revenues sufficient to meet current and future program needs.
44. SUPPORT efforts to ensure that Contra Costa County receives its fair share of State allocations, including mental health funding under Proposition 63 and pass-through of

federal funds for anti-terrorism and homeland security measures. *The State utilizes a variety of methods to allocate funds among counties, at times detrimental to Contra Costa County.*

45. SUPPORT efforts to receive reimbursement for local tax revenues lost pursuant to sales and property tax exemptions approved by the Legislature and the State Board of Equalization.
46. SUPPORT continued efforts to reform the state/local relationship in a way that makes both fiscal and programmatic sense for local government and conforms to the adopted 2010 CSAC Realignment Principles, with an emphasis on maximum flexibility for counties to manage the existing and realigned discretionary programs.
47. SUPPORT efforts to relieve California of the federal Child Support penalties without shifting the cost of the penalties to the counties.
48. SUPPORT a reduction in the 2/3rd vote requirement to 55% voter approval for locally-approved special taxes that fund health, education, economic, stormwater services, library, transportation and/or public safety programs and services.
49. SUPPORT efforts to authorize counties to impose forfeitures for violations of ordinances, as currently authorized for cities. *This would provide the County with the opportunity to require deposits to assure compliance with specific ordinance requirements as well as retain the deposit if the ordinance requirements are not met. Currently, the County is limited to imposing fines which are limited to only \$100 - \$200 for the first violation, which has proven to be an ineffective deterrent in some cases.*
50. SUPPORT efforts to redefine the circumstances under which commercial and industrial property is reassessed to reduce the growing imbalance between the share of overall property tax paid by residential property owners versus commercial/industrial owners.
51. SUPPORT efforts to reduce County costs for Workers' Compensation, including the ability to control excessive medical utilization and litigation. *Workers' Compensation costs are significant, diverting funds that could be utilized for County services. Workers' Compensation should provide a safety net for injured employees, for a reasonable period of time, and not provide an incentive for employees to claim more time than medically necessary.*
52. SUPPORT state actions that maximize Federal and State revenues for county-run services and programs.
53. SUPPORT legislative compliance with both the intent and language of Proposition 1A.
54. SUPPORT the provisions of Proposition 22 that would protect County revenues, particularly as related to transportation revenues and excluding those provisions related to redevelopment funds.

55. SUPPORT full State funding of all statewide special elections, including recall elections.
56. OPPOSE efforts of the State to avoid state mandate claims through the practice of repealing the statutes, then re-enacting them. *In 2005, the State Legislature repealed sections of the Brown Act that were subject to mandate claims, then re-enacted the same language pursuant to a voter-approval initiative, and therefore, not subject to mandate claims.*
57. SUPPORT strong Public Utilities Commission (PUC) oversight of state-franchised providers of cable and telecommunications services, including rigorous review of financial reports and protection of consumer interests. *AB 2987 (Núñez), Chapter 700, statutes of 2006 transferred regulatory oversight authority from local government to the PUC.*
58. SUPPORT timely, full payments to counties by the State for programs operated on their behalf or by mandate. *The State currently owes counties over \$1 billion in State General Funds for social services program costs dating back to FY 2002-03.*
59. SUPPORT full State participation in funding the County's retiree and retiree health care unfunded liability. *Counties perform most of their services on behalf of the State and Federal governments. Funding of retiree costs should be the responsibility of the State, to the same extent that the State is responsible for operational costs.*
60. SUPPORT legislation that provides constitutional protections and guaranteed funding to counties under Realignment.
61. OPPOSE the establishment of specific or stricter standards for the use of personal services contracts by counties, that would make contracting with community-based organizations more difficult for counties.

## Health Care

*The County remains concerned about the implementation of any health care reform measures that could transfer responsibility to counties, without commensurate financing structures or in a manner not compatible with the County's system. The County supports a concept of universal health coverage for all Californians. Toward that end, the County urges the state to enact a system of health coverage and care delivery that builds upon the strengths of the current systems in our state, including county-operated systems serving vulnerable populations.*

*Currently, California has a complex array of existing coverage and delivery systems that serve many, but not all, Californians. Moving this array of systems into a universal coverage framework is a complex undertaking that requires sound analysis, thoughtful and deliberative planning, and a multi-year implementation process. As California moves forward with health care reform, the County urges the state to prevent reform efforts from exacerbating problems with existing service and funding. The state must also consider the differences across California counties and the impacts of reform efforts on the network of safety-net providers, including county providers. The end result of health reform must provide a strengthened health care delivery system for all Californians, including those served by the safety net.*

62. SUPPORT state action to increase health care access and affordability. *Access to care and affordability of care are critical components of any health reform plan. Expanding*

*eligibility for existing programs will not provide access to care in significant areas of the state. Important improvements to our current programs, including Medi-Cal, must be made either prior to, or in concert with, a coverage expansion in order to ensure access. Coverage must be affordable for all Californians to access care.*

63. SUPPORT Medi-Cal reimbursement rate increases to incentivize providers to participate in the program.
64. SUPPORT actions that address provider shortages (including physicians, particularly specialists, and nurses). Innovative programs, such as loan forgiveness programs, should be expanded. In an effort to recruit physicians from other states, the licensing and reciprocity requirements should be re-examined. Steps should be taken to reduce the amount of time it takes to obtain a Medi-Cal provider number (currently six to nine months).
65. SUPPORT efforts that implement comprehensive systems of care, including case management, for frequent users of emergency care and those with chronic diseases and/or dual (or multiple) diagnoses. *Approaches should include community-based providers and could be modeled after current programs in place in safety net systems.*
66. SUPPORT efforts that provide sufficient time for detailed data gathering of current safety net funding in the system and the impact of any redirection of funds on remaining county responsibilities. *The interconnectedness of county indigent health funding to public health, correctional health, mental health, alcohol and drug services and social services must be fully understood and accounted for in order to protect, and enhance as appropriate, funding for these related services.*
67. OPPOSE safety net funding transfers until an analysis of who would remain uninsured (e.g. medically indigent adults, including citizens, who cannot document citizenship under current Medicaid eligibility rules) is completed in order to adequately fund services for these populations.
68. SUPPORT efforts to clearly define and adequately fund remaining county responsibilities.
69. SUPPORT state action to provide an analysis of current health care infrastructure (facilities and providers), including current safety net facilities across the state, to ensure that there are adequate providers and health care facilities (including recovery facilities), and that they can remain viable after health reform.
70. SUPPORT efforts to provide adequate financing for health care reforms to succeed.
71. SUPPORT measures that maximize federal reimbursement from Medicaid and S-CHIP.
72. SUPPORT state action to complete actuarial studies on the costs of transferring indigent populations, who currently receive mostly episodic care, to a coverage model to ensure that there is adequate funding in the model.

73. SUPPORT efforts that ensure that safety net health care facilities remain viable during the transition period and be supported afterwards based on analyses of the changing health market and of the remaining safety net population.
74. SUPPORT state action to implement a Medi-Cal waiver in a manner that maximizes the drawdown of federal funds for services and facilities, provides flexibility, and ensures that counties receive their fair share of funding.
75. SUPPORT efforts to increase revenues and to contain mandated costs in the County's hospital and clinics system.
76. SUPPORT efforts to obtain a fair-share of any state funds in a distribution of funding for the integration of IHSS and managed care.
77. SUPPORT efforts to increase the availability of health care (including alcohol and other drugs recovery) to the uninsured in California, whether employed or not.
78. SUPPORT legislation that improves the quality of health care, whether through the use of technology, innovative delivery models or combining and better accessing various streams of revenue, including but not limited to acute and long term care integration.
79. SUPPORT legislation to protect safety net providers, both public and private. Legislation should focus on stabilizing Medi-Cal rates and delivery modes and should advocate that these actions are essential to the success of any effort to improve access and make health care more affordable.
80. SUPPORT state efforts to increase the scope of benefits and reimbursement rates contained in Minor Consent Medi-Cal to give youth with substance abuse disorders access to a continuum of care, including residential and outpatient treatment.
81. SUPPORT efforts to give incentives to providers to establish more youth substance use disorder residential treatment facilities within the county.
82. SUPPORT efforts to extend Drug Medi-Cal and Minor Consent Medi-Cal Coverage to incarcerated youths, many of whom are in custody due to drug related crimes. *This could greatly decrease recidivism in the juvenile justice system.*
83. SUPPORT funding and policy changes to support coverage of medically necessary alcohol and substance use related disorder treatment at the same level as other medical conditions in health care services, including county's responsibility for Federal Financial Participation (FFP) portion to increase Drug Medi-Cal reimbursement rates and incentivize providers to participate in the program.

84. SUPPORT legislation that extends the restrictions and prohibitions against the smoking of, and exposure to, tobacco products to include restrictions or prohibitions against electronic cigarettes (e-cigarettes) in various places, including, but not limited to, places of employment, school campuses, public buildings, day care facilities, retail food facilities, multi-family housing, and health facilities; preventing the use of tobacco, electronic smoking devices (e-cigarettes) and flavored tobacco by youth and young adults; eliminating exposure to second-hand and third-hand smoke; restrictions on advertising of electronic smoking devices; reducing and eliminating disparities related to tobacco use and its effects among specific populations; increasing the minimum age to 21 to purchase tobacco products; and the promotion of cessation among young people and adults. Support legislation that extends restrictions and prohibitions against the sale of flavored tobacco products, prohibits the sale of tobacco products in stores that operate a pharmacy and establishes distance and density restrictions on the establishment of a new tobacco retailer within proximity of youth sensitive venues such as schools, day cares, or parks.
85. SUPPORT and encourage state, federal and/or private funding for pharmaceutical research for the development of new cannabis products which would meet Federal Drug Administration (FDA) standards of known strengths and attributes (and without unnecessary side effects) which would be dispensable through pharmacies and medical facilities consistent with State and Federal law.
86. SUPPORT legislation and administrative actions that further align a statewide regulatory framework for the commercial cannabis industry and that continue to authorize local jurisdictions to adopt more restrictive measures to protect the health, safety and welfare of their residents.
87. SUPPORT funding and policy changes to support population-based chronic disease prevention efforts. Collectively, these include efforts to move up-stream from the treatment of illness associated with chronic disease to advance a policy, systems and organizational-change approach to address the underlying environmental factors and conditions that influence health and health behaviors.
88. SUPPORT funding and policy changes to support developing a workforce with gerontological expertise to manage the exponential growth in the chronically ill aging population.
89. SUPPORT efforts that would advance a Health-In-All-Policies approach to policy work done across the County. This implies consideration of how health is influenced by the built environment and a connection with land use planning and development.
90. SUPPORT ongoing study of the health impacts of global and regional climate change and ongoing countywide mitigation and adaptation efforts.
91. SUPPORT efforts that would preserve the nature and quality and continuity of care associated with safety net services historically provided at the local level, such as the



California Children's Services (CCS) and Child Health and Disability Prevention (CHDP) programs, which are being transitioned into managed care at the state level.

92. SUPPORT efforts that promote aging in place through the utilization of long-term supports and services and caregiver support services.
93. SUPPORT increasing the level of funding for Long-Term Services and Supports (LTSS) and Home and Community Based Services (HCBS) to meet the increase in cost to provide services and to meet the tremendous increase in the aging population.
94. SUPPORT maintaining level or enhanced funding, streamlined processes and greater flexibility for use of State and Federal funding to respond to Public Health Emergency Preparedness initiatives including Pandemic Influenza, emerging diseases, and continued funding for all categories related to Public Health Preparedness, including Hospital Preparedness Program, Homeland Security, Cities Readiness Initiative and core Public Health Preparedness.
95. SUPPORT increased funding and policy changes for Tuberculosis (TB) prevention and treatment, to reflect the increased risk of transmission faced across the Bay Area. *The Bay Area, including Contra Costa County, experiences more cases of active Tuberculosis than do most states in the nation. The demographic make-up of our communities combined with frequent international travel between the Bay and areas where TB is endemic, present an added risk and thus the need to maintain adequate funding and program infrastructure.*
96. SUPPORT increased funding for the public health infrastructure, capacity and prevention services as outlined in the public health components of the Affordable Care Act and the National Prevention and Public Health Fund.
97. SUPPORT recognition of Local Public Health Departments as an authorized provider for direct billing reimbursement related to the provision of Immunization, Family Planning, HIV, STD and TB services.
98. SUPPORT the reversal of the pre-emption language regarding local Menu-Labeling that is included in the Affordable Care Act.
99. SUPPORT enhanced funding and capacity for public health programs, specifically:
  - a. Prevention programs in the areas of chronic disease, specifically, obesity, diabetes, asthma and cancer;
  - b. Prevention and risk reduction programs in the area of HIV, STD, teen pregnancy, injury prevention as well as health promotion programs, such as nutrition and activity education;
  - c. Oral health programs, especially those which address the needs of children and those with oral health disparities;
  - d. Protecting the Prevention and Public Health Fund (PPHF), as established in the Affordable Care Act;

- e. Increased resources dedicated to surveillance and prevention programs targeting chronic diseases such as cardiovascular, stroke, cancer, diabetes, and asthma, as well as injury and violence;
  - f. Funding and initiatives that support the surveillance, prevention and local preparation for emerging diseases, such as Zika, novel Influenza, Hepatitis B, Hepatitis C, Chlamydia, and seasonal Influenza and public health programs which provide screening, diagnosis, and treatment;
  - g. Provide for adequate State funding for children’s programs, including the California Children’s Services (CCS) program for clients who are not Medi-Cal eligible to assure that counties are not overmatched in their financial participation;
  - h. Programs which seek to monitor and address the needs of Foster youth, especially those on psychotropic medication; and
  - i. Best practice programs which seeks to protect and enhance the health of pregnant women and that address maternal, child and adolescent health needs.
100. SUPPORT efforts to strengthen needle exchange programs as part of an overall program to combat the spread of HIV and other diseases; allowing items associated with needle exchange programs such as, cookers, sterile water, and cotton to be distributed along with clean needles; and the elimination of the federal ban on funding needle exchange programs.
101. SUPPORT legislative efforts to reduce or eliminate lead and toxic substances in consumer products, particularly those used by infants and children.
102. SUPPORT legislative efforts to reduce exposure to toxic air pollutants and the reduction of greenhouse gases.
103. SUPPORT funding, policy and programs dedicated to suicide, injury and violence prevention. Additionally, support efforts aimed at reducing health disparities and inequities associated with violence against women, communities of color and the LGBT community. Programs which seek to limit the effects of injury, violence and abuse on children, seniors and persons with disability.
104. SUPPORT funding and policy changes to support program development aimed at reducing the misuse of prescription drugs, most especially opioids, and increase prevention and treatment of opioid disorders to eliminate overdoses and combat the opioid epidemic. Additionally, support funding and legislation to restrict the sale and use of powdered alcohol and other similar products marketed to youth.
105. SUPPORT necessary County infrastructure and adequate funding related to education, regulatory, testing and enforcement functions associated with the State Medical Marijuana regulatory controls.
106. SUPPORT legislation and/or similar policy efforts to tax certain beverages that contain added sugars, by establishing a per fluid ounce health impact fee on sugar sweetened beverages at the distributor level. In addition, support efforts which would create the Sugar

Sweetened Beverage Safety warning act, which would require a safety warning on all sealed sugar sweetened beverages.

107. SUPPORT legislation and efforts that support healthy meals, adequate meal time, and increased physical activity/education for school-age children.
108. SUPPORT efforts to dedicate funding that sustains and expands non-infrastructure Safe Routes to School programs that educate students, parents, and school staff about safe walking and bicycling to school.
109. SUPPORT efforts to address the underlying determinants of health and health equity, such as housing and prevention of displacement, educational attainment and livable wage jobs, and accessible transportation.
110. SUPPORT legislation that extends the restrictions and prohibitions against the smoking of, and exposure to, marijuana products in various places, including, but not limited to, places of employment, school campuses, public buildings, day care facilities, multi-family housing, health facilities, alcohol and other drug treatment facilities, and homeless shelters; further prohibit marijuana edibles to prevent youth/children access to harmful products; restrictions on advertising of marijuana products targeting youth and near places frequented by youth or alcohol and other drug treatment facilities.
111. SUPPORT funding, legislation, policy, and programs that would accomplish the following:
  - a. create an effective crisis response system of services for persons experiencing homelessness, particularly families and transition-age youth;
  - b. increases permanent housing with services for persons experiencing or at-risk of homelessness with a chronic disability; and
  - c. protects and expands the availability of affordable housing, particularly for the Very Low and Extremely Low Income population.

## Human Services

### *Aging and Adult Services*

112. SUPPORT efforts to promote safety of Adult Protective Services workers conducting required unannounced home visits by allowing them to request and receive from law enforcement criminal record checks through the California Law Enforcement Telecommunications System (CLETS). *This would primarily be used for reported abusers in the household.*
113. SUPPORT efforts to develop emergency temporary shelter and/or short-term options for Adult Protective Services population and consider options that include but are not limited to, licensing of facilities specifically for this population and exploring Medi-Cal billing options to support clients in hospitals and other care facilities pending a more permanent housing placement.

114. SUPPORT simplification of IHSS service hour calculation and allocation to insure compliance with the Fair Labor Standards Act (FLSA) and efficiently provide services to consumers.
115. SUPPORT efforts that seek to identify and eliminate elder financial abuse and elder exposure to crime that may be committed through conservatorships, powers of attorney, notaries and others who have the right to control elder assets, including through solutions that allow access for Adult Protective Services to access financial records for investigation of financial abuse and exploitation. *Financial abuse is a fast-growing form of abuse of seniors and adults with disabilities and current law does not authorize financial institutions to grant access to financial records necessary to investigate the reported abuse without the consent of the account holder or authorized representative.*
116. SUPPORT efforts to establish an “umbrella code” for the reporting of incidents of elder abuse to the Department of Justice, thus more accurately recording the incidence of abuse. Current reporting policies within California’s law enforcement community and social services departments are uncoordinated in regards to the reporting of adult abuse. Under an “umbrella code,” law enforcement agencies and social services departments would uniformly report incidents of elder abuse and California would have much better data for policy and budget development purposes.
117. SUPPORT funding for statewide Adult Protective Services training.
118. SUPPORT establishing a State funded and administered General Assistance Program. *The General Assistance Program is 100% County funded. Moving it to the State would relieve pressure on the County budget and appropriately direct costs to the State.*
119. SUPPORT legislative efforts that allow for coordination of services and data, across state and county departments, that support aging and elder populations.
120. SUPPORT creation of a pilot program “Fostering Dignity in Aging,” to provide grant funding to counties to be used specifically for housing preservation and eviction prevention services of victims of elder and dependent adult abuse, exploitation, neglect, or self-neglect.
121. SUPPORT creation of funding opportunities and policies which promote the development of aging-friendly communities.
122. SUPPORT legislation and investments related to long-term care, senior housing affordability, medical service access, transportation, isolation and other quality of life issues to support aging with dignity.
123. SUPPORT research that describes and assesses local service needs and gaps impacting aging residents and that proposes specific and actionable local strategies to address these needs.

124. SUPPORTS efforts to allow counties to use alternative reassessment approaches, including but not limited to telephonic reassessments, that would be applied to customers rated low on the Functional Index Rating Scale.
125. SUPPORT efforts that focus on dependent adult and elder abuse prevention including, but not limited to, providing respite for caregivers.
126. SUPPORT efforts that identify, eliminate and prevent in-home neglect of the elderly and dependent adults; and scams and fraud (internet and otherwise) targeted at the elderly and dependent adults.
127. SUPPORT efforts that would require the California Department of Social Services to translate all state-provided materials used by In-Home Support Services providers into the statewide threshold languages: English, Spanish, Armenian, and Chinese.
128. SUPPORT efforts that would help to stabilize and provide short-term housing supports for at-risk Adult Protective Services clients.
129. SUPPORT legislative efforts that would enhance confidentiality of DMV records for Adult Protective Services social workers (a practice already in place for Child Protective Services social workers).

#### *Safety Net Programs*

130. SUPPORT efforts to extend family stabilization mental health/substance abuse funding to include all family members. *Current law only funds services for adult Welfare to Work participants.*
131. SUPPORT solutions to address gaps in existing state statute that cause disruptions to continuity of care for some Covered California Insurance Affordability Program (IAP) enrollees when a new determination of IAP takes place.
132. SUPPORT the use of state funds to pay for CalFresh benefits for those Deferred Action for Childhood Arrivals (DACAs) and PRUCOL (Permanent Residents Under the Color of Law) who would otherwise be ineligible for CalFresh.
133. SUPPORT efforts to extend eligibility to zero share of Medi-Cal cost when recipients report new earned income. *Potential increases to state and local minimum wage impacts eligibility to free health care.*
134. SUPPORT efforts to extend eligibility of CalWORKs benefit by exempting the first 6 months of earned income received from new employment or wage increases. *This is intended to create better financial stability when a family's income increases due to changes in local and state minimum wage law.*

135. SUPPORT a revision of the budgeting methodology for the CalWORKS Single Allocation. *The current methodology ties funding heavily to caseload, which can expand and contract quickly with economic changes. This can result in large variations of funding levels, and inability to respond to changing economic conditions in a timely manner.*
136. SUPPORT fully funding Medi-Cal Administrative costs.
137. SUPPORT an Increase to the CalWORKS Maximum Aid Payment (MAP) and the annual funding of a CalWORKS cost of living adjustment (COLA).
138. SUPPORT efforts to increase County flexibility in the use of CalWORKS funds and in program requirements in order to better support the transition of welfare dependent families from welfare-to-work to self-sufficiency, including, but not limited to: extending supportive services beyond the current limit; enhancing supportive services; increasing diversion and early intervention to obviate the need for aid.

Legislative changes to support these initiatives could include the following:

- a. **Supportive Services.** Extending the length of time CalWORKS recipients can receive supportive service such as help with transportation, child care, work uniforms, etc.
- b. **Welfare to Work.** Extending the length of time families can receive Welfare to Work services (job training and search and other employment related services) including job retention services. Currently CalWORKS recipients are eligible to receive supportive services and Welfare to Work services for up to 48 months if they are in compliance with CalWORKS rules. After 48 months these services or for CalWORKS cash aid. Helping people move from poverty and significant education gaps to full time employment in jobs that pay a high enough wage to be self-sufficient is difficult. It can take longer than 48 months and allowing for the flexibility to extend supportive services and training past the 48 month time limit would help.
- c. **Diversion:** Removing the criteria that someone has to be apparently eligible to CalWORKS in order to qualify for diversion and base the criteria on the client's circumstance and ability to maintain the situation on their own without the need of continued assistance.
  - When applying income and resource requirements for diversion, use only half of their income and/or resource value or increase the limits for income and resources for diversion only.
  - Increasing the amount of the diversion payment. If the applicant doesn't "use" all of the amount, they have 12 months to come back into the office and apply for the remaining amount of their diversion payments.
  - Allowing families to reapply for CalWORKS during their diversion period without a repayment penalty or CalWORKS ineligibility.

- d. Expanding job retention services;
- e. Exempting the hard-to-serve from Welfare-to-Work activities and the 20% exemption or providing flexibility in the time limit (dependent upon terms and conditions of TANF authorization). Developing an eligibility definition to 250% of the federal poverty level (FPL). Currently, the CalWORKs poverty level is 130% of the FPL for each Assistance Unit (AU). An increase to 250% would ensure more families meet income eligibility requirements.

*All of these measures would make it easier for CalWORKs families to enter employment services, become employed, and continue with the support they need in order to maintain their jobs.*

- 139. SUPPORT efforts to revise the definition of “homelessness” in the Welfare & Institutions Codes to include families who have received eviction notices due to a verified financial hardship, thus allowing early intervention assistance for CalWORKs families. *Current law prevents CalWORKs from providing homeless assistance until the CalWORKs family is actually “on the street.” This rule change would enable the County to work with CalWORKs families who are being threatened with homelessness to prevent the eviction and, presumably, better maintain the family members’ employment status.*
- 140. SUPPORT alignment of verification requirements for CalWORKS, CalFRESH and Medi-Cal programs to simplify the customer experience and reduce the potential for error. Consider letting all programs access the Federal Hub used through CalHEERs. *Currently these programs have different requirements for client verification, though they are all benefit programs. Alignment of verifications would make program administration more efficient and improve the client experience.*
- 141. SUPPORT allowing all individuals in receipt of Unemployment Benefits (UIB) to be automatically eligible for CalFresh. *Applying for UI and CalFresh is duplicative because requirements of both program are so similar. This would increase CalFresh uptake in an efficient way.*
- 142. SUPPORT efforts to increase CalFresh benefit amounts to better meet recipients’ nutritional needs, improve ease and accessibility of the CalFresh application and recertification processes, and adjust CalFresh eligibility requirements to include currently excluded populations with significant need.
- 143. SUPPORT efforts to restore cuts to the Supplemental Security Income/State Supplementary Payment (SSI/SSP) Program, increase grant amounts that would allow improvement of quality of life, and reinstate the annual Cost of Living Adjustment (COLA.)
- 144. SUPPORT efforts to ensure funding of child care for CalWORKs and former CalWORKs families at levels sufficient to meet demand. The State of California has not fully funded

the cost of child care for the “working poor.” *Additional funding would allow more CalWORKs and post-CalWORKs families to become and/or stay employed.*

145. SUPPORT efforts to improve and expand emergency food assistance networks’ (e.g. local food banks, food pantries) ability to procure, store, and distribute nutritious food to those in need.
146. SUPPORT increase of daily rate available under Temporary HA from \$65 per day to \$85 per day for homeless CalWORKs families of four or fewer and provide an additional \$15 per day for each additional family member up to a maximum of \$145 daily.
147. SUPPORT efforts for a more flexible framework that allows the state to supplement CalFresh benefits if federal assistance is insufficient or unavailable. Recent natural disasters have underscored the need for a more permanent framework for the state to respond.
148. SUPPORT continuous investment in the California Earned Income Tax Credit (CalEITC) and efforts to increase access to California Earned Income Tax Credit, including increase in tax credit.
149. SUPPORT the expansion of benefits and services for immigrants, refugees, and asylum seekers.
150. SUPPORT providing funding for graduation bonuses for non-pregnant/parenting CalWORKs students who obtain a high school diploma/equivalent.
151. SUPPORT shared housing efforts to secure permanent housing assistance for CalWORKs participants.
152. SUPPORT a federal waiver that would allow county social services agencies to process CalFresh applications for jail inmates and suspend rather than terminate CalFresh eligibility when a recipient is detailed in a county jail for a period of less than a year.
153. SUPPORT efforts that would allow CalWORKs Welfare to Work participants to participate and achieve high school equivalency program without having their 24-month clock be impacted during their time in the program.
154. OPPOSE legislative and budgetary actions that result in reduced level of services to families, children, vulnerable adults and seniors, or that lead to preemption of local control.

#### *Early Care and Education*

155. SUPPORT the efforts of CHSA (California Head Start Association) in securing legislation to support a state-wide integrated child care licensing structure. This will allow childcare programs to apply for and have one child care license for all children 0-5 as opposed to the



current system of a two-license structure for varying ages of children in care. California remains only one of two states in the nation to maintain the two license structure.

156. OPPOSE legislation, rules, regulations or policies that restrict or affect the amount of funds available to, or the local autonomy of, First 5 Commissions to allocate their funds in accordance with local needs.
157. OPPOSE any legislation that increases tobacco taxes but fails to include language to replace any funds subsequently lost to The California Children and Families Act/Trust Fund for local services funded by tobacco taxes, Proposition 10 in 1998 and Proposition 99 in 1988.
158. SUPPORT efforts by the Contra Costa County's executive directors and program administrators of all Child Care and Development Programs to restore state budget allocations to the FY 2009-10 levels if verified that this is an increase by fiscal analysts for the California State Preschool Program (CSPP), California Center-Based General Child Care Program (CCTR), CalWORKs Stage 2 (C2AP), CalWORKs Stage 3 (C3AP), Alternate Payment Program (CAPP), Child Care and Development Grant and the Child Care Retention Program (AB 212). *Budgets in these programs have stagnated or reduced. An increase would greatly help low-income people find work and stay in jobs.*
159. SUPPORT efforts to increase the number of subsidized child care slots to address the shortage of over 20,000 slots serving children 0-12 years of age in Contra Costa County; and SUPPORT efforts to enhance the quality of early learning programs and maintain local Quality Rating and Improvement Systems (QRIS) for early learning providers. *Affordable child care is key to low-income workers remaining employed and there is a significant dearth of subsidized child care slots. Increasing quality of early learning is important to developing skills in the next generation.*
160. SUPPORT legislation to expand early child care and education and increase funding for preschool and early learning.
161. SUPPORT the restoration of funding for Facility Restoration and Repair (FRR) grants by California Department of Education. *Increasing the funding amounts for facility restoration of early childhood education would allow for improved facilities at Head Start sites.*
162. SUPPORT legislation to expand early care and education and increase funding for preschool and early learning, through a diverse and multi-faceted delivery system.
163. SUPPORT restoration of child development programs (pre-2011 funding) under Proposition 98 funding.
164. SUPPORT legislation that would clarify and streamline the definition of homelessness across categorical eligibility for child care services to homeless children.

165. SUPPORT legislation that would clarify the definition of “volunteer” in SB 792, a bill which prohibits, commencing September 1, 2016, a person from being employed or volunteering at a day care center or a day care home if he or she has not been immunized against influenza, pertussis, and measles. *Current law does not specify an established minimum of time spent in a child care facility to be considered a volunteer. SB 792, therefore, would apply to parents/grandparents coming to child care centers for one-time volunteer activities, to provide proof of vaccination.*
166. SUPPORT efforts to that would establish/allow the enrollment of 2.9 year olds in the California State Preschool Program.
167. SUPPORT alignment of family eligibility for subsidized child care with cost of living adjustments and higher minimum wage rates.
168. SUPPORT the restoration of State Quality Child Care Funds which funds the Local Child Care Planning Council.
169. SUPPORT the increase in flexibility of child care contracts with the California Department of Education that would allow voluntary transfer of funds to occur outside of November and May months.
170. SUPPORT efforts to raise wages for the early care and education workforce (such as child care workers, preschool/infant-toddler teachers).
171. SUPPORT efforts that encourage access to early education home visiting programming - supporting families in providing an environment that promotes healthy growth and development of their young children.

### *Child Welfare*

172. SUPPORT continued and improved funding for substance abuse treatment and mental health services including those that provide alternatives to incarceration and Laura’s Law.
173. SUPPORT increased funding for Foster Parent Recruitment and Retention.
174. SUPPORT continued and improved funding for implementation of Continuum of Care Reform.
175. SUPPORT child-specific approval for kinship caregivers (and non-related extended family members) to enable relatives to care for their related child/children, if in the child’s best interest, even if the relative/NREFM is not able or willing to be approved as a foster parent for their foster children.
176. SUPPORT efforts that would amend the definition of “relative” as applied to state funded Kinship Guardianship Assistance Payments (Kin-Gap) to be consistent with the federally funded Kin-Gap. This will allow all Kinship guardianship cases to be treated uniformly

and allow more families to experience independence, normalcy and other benefits of permanence as legal guardians.

177. SUPPORT counties to access CWS/CMS to determine family's child abuse history for the Resource Family Approval process.
178. SUPPORT efforts to expand California Earned Income Tax Credit (Cal-EITC) eligibility to former foster youth under age 25 years.
179. SUPPORT efforts that would create state Homeless Youth Housing Program grants fund to establish or expand programs that provide specified housing assistance and supportive services to homeless youth.

### *Violence Prevention*

180. SUPPORT efforts that seek to address the impact of domestic violence, sexual assault, human trafficking, elder abuse and child abuse, and implement culturally relevant, trauma-informed responses, connect victims to services, and prevent interpersonal violence.
181. SUPPORT increased investments in housing for victims of domestic violence and human trafficking including the preservation of emergency and long-term housing options for victims.
182. SUPPORT efforts that prevent domestic violence and domestic violence homicide including assessment of risk for assault or lethal force (including stalking and strangulation) throughout the criminal justice system.
183. SUPPORT investments in continuous training and coordination of training for all law enforcement officers, District Attorneys, Public Defenders, Judges and other court staff on issues of domestic violence, sexual assault, human trafficking, elder abuse and trauma informed approaches.
184. SUPPORT efforts to increase training on human trafficking (with a specific focus on labor trafficking) for law enforcement and others involved in criminal investigations.
185. SUPPORT efforts that seek to specialize and build expertise for designated staff and systems (such as developing a commercially sexually exploited youth court or creating human trafficking units) to better support survivors of human trafficking.
186. SUPPORT efforts that differentiate risk and provide differential response for both victims of domestic violence and sex crimes and offenders of domestic violence and sex crimes.
187. SUPPORT efforts to increase language access and cultural responsive services for survivors of interpersonal violence.

- 188. SUPPORT efforts that foster collaboration across protective and criminal systems which allow for facilitation of cross-reporting of interpersonal violence.
- 189. SUPPORT efforts to increase cross-agency and cross-system collaboration on human trafficking and domestic violence cases including the sharing of confidential or protected information in multidisciplinary team settings in order to increase support for survivors.
- 190. SUPPORT efforts that promote training, capacity building and deeper understanding for students, educators and social service staff on trauma informed care, adverse childhood experiences, healthy workplaces and schools
- 191. SUPPORT efforts that ensure survivors of interpersonal violence feel safe to access services.

**Indian Gaming Issues**

*Contra Costa County is currently home to the Lytton Band of the Pomo Indians' Casino in San Pablo, a Class II gaming facility. There has been a proposal for an additional casino in North Richmond. Local governments have limited authority in determining whether or not such facilities should be sited in their jurisdiction; the terms and conditions under which the facilities will operate; and what, if any, mitigation will be paid to offset the cost of increased services and lost revenues. Contra Costa County has been active in working with CSAC and others to address these issues, as well as the need for funding for participation in the federal and state review processes and for mitigation for the existing Class II casino.*

- 192. SUPPORT efforts to ensure that counties who have existing or proposed Class II Indian gaming facilities receive the Special Distribution Funds.
- 193. CONSIDER, on a case by case basis, whether or not to SUPPORT or OPPOSE Indian gaming facilities in Contra Costa County, and only SUPPORT facilities that are unique in nature and can demonstrate significant community benefits above and beyond the costs associated with mitigating community impacts.
- 194. OPPOSE the expansion or approval of Class III gaming machines at the existing gaming facility in Contra Costa County unless it can be demonstrated that there would be significant community benefits above and beyond the costs associated with mitigating community impacts.
- 195. SUPPORT State authority to tighten up the definition of a Class II machine.
- 196. SUPPORT State legislative and administration actions consistent with the CSAC policy documents on development on Indian Lands and Compact negotiations for Indian gaming.

**Land Use/Community Development**

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

*and Sustainable Community Strategy principles. Priority Production Areas are locally designated zones where manufacturing, warehousing, distribution and repair services would be a priority consideration in determining future land use.*

198. SUPPORT efforts to increase the supply of affordable housing, including, but not limited to, state issuance of private activity bonds, affordable and low income housing bond measures, low-income housing tax credits and state infrastructure financing. *This position supports a number of goals in the County General Plan Housing Element.*
199. SUPPORT establishment of a CEQA exemption for affordable housing financing. Current law provides a statutory exemption from CEQA to state agencies for financing of affordable housing (Section 21080.10(b) of the California Public Resources Code and Section 15267 of the CEQA Guidelines)—but not to local agencies. *The current exemption for state agencies is only operational if a CEQA review process has been completed by another agency (e.g., by the land use permitting agency). Since the act of financing does not change the environmental setting, the net effect of the exemption is streamlining the process for providing financial assistance for already approved projects. AB 2518 (Houston) in 2006 was a Contra Costa County-sponsored bill to accomplish this, but it was not successful in the Legislature.*
200. SUPPORT efforts to obtain a CEQA exemption or to utilize CEQA streamlining provisions for infill development or Priority Development Areas, including in unincorporated areas. Section 15332 of the CEQA Guidelines is a Categorical Exemption for infill development projects but only within cities or unincorporated areas of a certain size surrounded by cities. *Without the exemption, housing projects in the unincorporated areas that are not surrounded by cities (e.g. North Richmond, Montalvin Manor and Rodeo) are subject to a more time-consuming and costly process in order to comply with the CEQA guidelines than that which is required of cities, despite having similar housing obligations. The CEQA exemption bill signed by the Governor in 2013 (SB 741) only applies to mixed-use or non-residential projects in the unincorporated areas that are both within ½ mile of a BART station and within the boundaries of an adopted Specific Plan.*
201. SUPPORT efforts to reform State housing element law to promote the actual production and preservation of affordable housing and to focus less on process and paper compliance.
202. OPPOSE efforts to limit the County’s ability to exercise local land use authority.
203. SUPPORT efforts to reduce the fiscalization of land use decision-making by local government, which favors retail uses over other job-creating uses and housing. *Reducing incentives for inappropriate land use decisions, particularly those that negatively affect neighboring jurisdictions, could result in more rational and harmonious land use.*
204. SUPPORT allocations, appropriations, and policies that support and leverage the benefits of approved Natural Community Conservation Plans (NCCPs), such as the East Contra Costa County NCCP. Support the granting of approximately \$24 million to the East Contra Costa County NCCP from the \$90 million allocation for NCCPs in Proposition 84. Support

the inclusion of NCCPs for funding in allocations from Proposition 1. Support \$90 million for implementation of NCCPs and an additional \$100 million for watershed protection and habitat conservation in future park, water or natural resource bonds. Support the position that NCCPs are an effective strategy for addressing the impacts of climate change and encourage appropriate recognition of the NCCP tool in implementation of climate change legislation such as SB 375, AB 32 as well as an appropriate tool for spending Cap and Trade revenues. Promote effective implementation of NCCPs as a top priority for the California Department of Fish and Wildlife. Support an increase to \$1.6 million for the California Department of Fish and Wildlife's Local Assistance Grant program. Support efforts to streamline implementation of NCCPs including exemptions from unnecessary regulatory oversight such as the Delta Plan Covered Actions process administered by the Delta Stewardship Council. Support alignment of State and Regional of Water Board permits (Section 401 clean water act and storm water permits) and California Department of Fish and Wildlife Streambed Alteration Agreement (Section 1602 of the Fish and Game code) and other State natural resource permitting with California Endangered Species Act permitting through NCCPs to improve the overall efficiency, predictability and effectiveness of natural resource regulation.

205. SUPPORT legislation that would give local agencies specific tools for economic development purposes in order to enhance job opportunities, with emphasis on attracting and retaining businesses, blight removal and promoting smart growth and affordable housing development, while balancing the impacts on revenues for health and safety programs and healthy communities.
206. SUPPORT legislation that would resolve the administrative funding gap for agencies serving as the Successor Housing Agency. Such legislation should not have a negative impact on the localities' general fund. The Redevelopment Dissolution Act allows Successor Agencies a modest allowance of tax increment funds to support Successor Agency administrative costs. There is no such carve out for Housing Successors. However, unlike Successor Agencies, Housing Successors have an ongoing obligation to monitor existing affordable housing developments. These obligations will continue for up to 55 years.
207. SUPPORT legislation that would clarify the ability of successor agencies to former redevelopment agencies to enter into contracts with its sponsoring jurisdiction and third parties to fulfill enforceable obligations. *The existing redevelopment dissolution statute limits the contracting powers of successor agencies which is causing delays in their ability to expeditiously retire certain enforceable obligations of the former redevelopment agencies.*
208. SUPPORT legislative and regulatory efforts that streamline compliance with the California Environmental Quality Act (CEQA) by integrating it with other environmental protection laws and regulations, modifying the tiering of environmental reviews, expanding the application of prior environmental reviews, focusing areas of potential CEQA litigation, and enhancing public disclosure and accountability.

209. OPPOSE CEQA reform efforts that reduce environmental protections for projects that cross county or city boundaries.
210. SUPPORT efforts to improve or streamline CEQA for efficiency without losing sight of its ultimate goal to thoroughly identify environmental impacts and mitigations.
211. OPPOSE efforts to change CEQA solely to accommodate one particular infrastructure project or set of projects.
212. SUPPORT legislation that amends Section 20133 of the Public Contract Code to 1) delete the existing sunset date of July 1, 2014 for design-build authority granted to counties, and 2) eliminate the current project cost threshold of \$2.5 million required for the use of the design-build method.
213. SUPPORT legislation that funds programs to remediate brownfield sites in the County and modifies existing programs to make implementation easier or apply more broadly. Specifically:
  - Consider modification to the Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) program that would simplify the approval process for applications;
  - Broaden the criteria for sites that are eligible for California Land Reuse and Revitalization Act (CLRRA) to include all sites that are listed by the State or Federal Government as contaminated; and
  - Fully fund the California Recycle Underutilized Sites (CALReUse) program.

### Law and Justice System

214. SUPPORT legislation that seeks to curb metal theft by making it easier for law enforcement agencies to track stolen metals sold to scrap dealers through such means as requiring identification from customers selling commonly stolen metals, banning cash transactions over a certain amount, and requiring scrap dealers to hold materials they buy for a certain period of time before melting them down or reselling them.
215. SUPPORT legislation that provides a practical and efficient solution to addressing the problem of abandoned and trespassing vessels and ground tackle in an administrative process that allows the California State Lands Commission to both remove and dispose of such vessels and unpermitted ground tackle. *Boat owners in increasing numbers are abandoning both recreational and commercial vessels in areas within the Commission's jurisdiction. Our state waterways are becoming clogged with hulks that break up, leak, sink and add pollutants to our waterways and marine habitat.*
216. SUPPORT legislation that requires boater's insurance. *Currently, boaters are not required to carry insurance in California.*

217. SUPPORT legislation that provides better funding for local agencies forced to deal with abandoned and sunken vessels and their environmental impacts.
218. OPPOSE legislative proposals to realign additional program responsibility to counties without adequate funding and protections.
219. OPPOSE legislation that would shift the responsibility of parolees from the state to the counties without adequate notification, documentation and funding.
220. SUPPORT legislation that will help counties implement the 2011 Public Safety Realignment as long as the proposal would: provide for county flexibility, eliminate redundant or unnecessary reporting, and would not transfer more responsibility without funding.
221. SUPPORT legislation that will combat the negative impact that human trafficking has on victims in our communities, including the impact that this activity has on a range of County services and supports, and support efforts to provide additional tools, resources and funding to help counties address this growing problem.
222. SUPPORT State legislation banning the sale of alcopop products by businesses that sell alcoholic beverages. The California Department of Alcoholic Beverage Control is responsible for regulating the type of alcohol products that a business may sell. *A type of flavored malt alcoholic beverage product known as “alcopops” has been identified as a contributor to under-age drinking in the County. The term alcopops usually refers to sweetened malt or alcoholic beverages that are typically sold in single-serving bottles or cans. The Board, through recommendations from the Public Protection Committee, has adopted amendments to the Alcoholic Beverage Sales Commercial Activities Zoning Ordinance that authorizes the County to prohibit the sale of alcopops at any establishment not in compliance with the performance standards. Along with the code changes, various implementation strategies were also approved in order to better coordinate efforts between County Departments and agencies for streamlined implementation and enforcement of the Ordinance.*
223. SUPPORT legislative reform of current bail provisions that will replace reliance on money bail with a system that incorporates a pretrial risk assessment tool and evidence-based pretrial release decisions. *The current reliance on fixed bail schedules and commercial money bonds ignores public safety factors and unfairly penalizes poor people who are awaiting trial. Bail reform in this manner will ensure that only dangerous persons who cannot be safely supervised in the community while they are awaiting trial will be held in custody pretrial. Locally, our County has moved in this direction with an AB109 funded pretrial program.*

### **Levees**

224. SUPPORT administrative and legislative action to provide significant funding for rehabilitation of levees in the western and central Delta. *Proposition 1E, passed in November 2006, provides for over \$3 billion for levees, primarily those in the Central*



*Valley Flood Control Program. Language is included in the bond for other Delta levees but funding is not specifically directed. The County will work to actively advocate for \$1 billion in funding through this bond.*

225. SUPPORT legislation that requires the levee repair funds generated by Proposition 1E be spent within one year or legislative hearings conducted on expediting the expenditure of bond proceeds through the Department of Water Resources Delta Levees Section. Many public agencies, including reclamation districts charged with maintaining levees, have complained about the state's inaction in allocating and distributing the levee funds that were raised by the bond sales authorized by Proposition 1E in 2008. Legislation could require the immediate distribution of these funds to local levee projects. The Delta Reform Act of 2009 authorized over \$202 million for levee repairs. Legislative hearings may produce explanations from the state as to why these funds are not being distributed or identify methods to streamline administration of these funds.
226. SUPPORT legislation to amend California Water Code Section 12986, to maintain the state/local funding ratio of 75/25 for the state's Delta Levees Subventions Program, which provides funds for local levee repair and maintenance projects. The code provisions that have the state paying 75% of project costs will expire on July 1, 2013. At that time the matching ratio will change to 50/50. This means local reclamation districts will have to pay a larger portion of project costs (50%, compared to their current 25% requirement). Many districts do not have the funding to do so. The Delta Levees Subventions Program should continue to use funds from bonds or other dedicated sources, rather than the state's General Fund. For the past several years the program has been funded from bonds. When these bond funds run out, the program will have to be funded from the General Fund, unless some other new dedicated funding source is established.
227. SUPPORT legislation dealing with the Delta, including levees and levee programs, level and type of flood protection, beneficiary-pays programs, flood insurance, liability and other levee/land use issues.
228. SUPPORT legislation/regulation requiring Reclamation Districts to develop, publish, and maintain hazard emergency plans for their districts. *Emergency response plans are critical to emergency management, particularly in an area or situation like the Delta where a levee break could trigger other emergencies. This legislation/regulation should also include the requirement for plan review and annual distribution of the plan to the residents of the district, County Office of Emergency Services and other government agencies that have emergency response interests within the district.*
229. SUPPORT legislation to amend California Water Code Section 85057.5 to bring the Delta Stewardship Council's "covered actions" land-use review process into consistency with CEQA. This section of state code defines a "covered action," which refers to local permit decisions that are subject to potential revocation by the Council, as adopted in the Council's Delta Plan. The proposed process works as follows: (1) if a local permit application meets the definition of a "covered action," the jurisdiction must evaluate it for consistency with all of the policies in the Council's Delta Plan. (2) If the jurisdiction finds the project is

consistent with the Delta Plan, they notify the Council of this finding. (3) Anyone who objects to the project may appeal the consistency finding, and it will be up to the Council to make the final decision. Should the Council decide against the local jurisdiction, there is no appeal process available to the jurisdiction or project applicant other than legal action.

*“Covered actions” are defined in Section 85057.5 of the California Water Code. It defines them as plans, projects or programs as defined by CEQA, and then goes on to grant several exemptions to certain types of projects. It does not, however, provide exemptions for all the project types that CEQA itself exempts. CEQA provides a lengthy list of categorical exemptions for plans, projects and programs that generally do not have significant environmental impacts, and projects that have compelling reasons to move forward quickly (such as public safety projects). The entire list of categorical exemptions from CEQA also should be exempt from the Delta Stewardship Council’s “covered actions” process.*

### Library

230. SUPPORT State financial assistance in the operation of public libraries, including full funding of the Public Library Fund (PLF), and the California Research and Education Network (CalREN), an advanced network-services fabric serving the vast majority of research and education institutions in the state.
231. SUPPORT State bonds for public library construction. The 2000 library construction bond provided funding for two libraries in Contra Costa County. There is currently a need of approximately \$289,000,000 for public library construction, expansion and renovation in Contra Costa County.
232. SUPPORT continued funding for the California Library Literacy and English Acquisition Services Program, which provides matching funds for public library adult literacy programs that offer free, confidential, one-on-one basic literacy instruction to English-speaking adults who want to improve their reading, writing, and spelling skills.

### Pipeline Safety

233. SUPPORT legislation that contains specific mitigations or solutions for installation of Automatic Shutoff Valves for both High Consequence Areas (HCA) and for those that transverse Active Seismic Earthquake Faults for all intrastate petroleum pipelines. *State Fire Marshal Annual Inspections of all Intrastate Petroleum Pipelines do not contain the specific mitigations or solutions for installation of Automatic Shutoff Valves for both High Consequence Areas (HCA) and for those that transverse Active Seismic Earthquake Faults that are mandated for Gas Pipelines under AB 2856. The County has several petroleum pipelines that should be classified under these categories and present the same explosive nature as gas pipelines do.*

234. SUPPORT legislation that contains specific language for protection of all seasonal and all year creeks and all State Waterways where petroleum pipelines are present. *New and replacement pipelines near environmentally and ecologically sensitive areas should use the best available technology including, but not limited to, the installation of leak detection technology, automatic shutoff systems or remote controlled sectionalized block valves, or any combination of these technologies to reduce the amount of oil released in an oil spill to protect state waters and wildlife.*

### **Telecommunications and Broadband**

235. SUPPORT clean-up legislation on AB 2987 that provides for local emergency notifications similar to provisions in cable franchises for the last 20 years. *Currently our franchises require the cable systems to carry emergency messages in the event of local emergencies. With the occurrence of several local refinery incidents, this service is critical for Contra Costa. Under federal law, Emergency Alert System requirements leave broad discretion to broadcasters to decide when and what information to broadcast, emergency management offices to communicate with the public in times of emergencies.*
236. SUPPORT preservation of local government ownership and control of the local public rights-of-way. *Currently, local government has authority over the time, place, and manner in which infrastructure is placed in their rights-of-way. The California Public Utilities Commission is considering rulemaking that would give them jurisdiction to decide issues between local government and telecommunication providers.*
237. SUPPORT the expansion of broadband (high speed internet service) to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents. For communities to realize these full benefits of broadband it must be capable of supporting current technology.

Access and adoption are both necessary elements that should be supported in state and federal legislative or regulatory proposals. This entails the following:

- Establishing and maintaining reliable broadband in unserved or underserved communities;
- Promoting the knowledge, skills and behaviors that comprise digital literacy;
- Making broadband affordable for all households;
- Maximizing funding for infrastructure; and
- Reducing infrastructure deployment barriers.

### **Transportation**

238. SUPPORT increased flexibility in the use of transportation funds.
239. SUPPORT regional coordination that provides for local input in addressing transportation needs. *Coordinated planning and delivery of public transit, paratransit, non-*

profit/community-based transit, and rail services will help ensure the best possible service delivery to the public. Regional coordination will be essential to complete planning and development of important regional transportation projects that benefit the state and local road system such as TriLink (State Route 239), improvements to Vasco Road, completion of remaining segments of the Bay Trail, improvements to the Delta DeAnza Regional Trail, and the proposed California Delta and Marsh Creek Trails. There may be interest in seeking enhanced local input requirements for developing the Sustainable Communities Strategy for the Bay Area mandated by SB 375 for greenhouse gas reduction. It is important that the regional coordination efforts are based on input gathered from the local level, to ensure the regional approach does not negatively impact local communities. "Top-down" regional or state planning efforts would be inconsistent with this goal. Consistent with that position, relief from the requirements imposed on the County by the state relative to the Iron Horse corridor would foster coordination along this multi-jurisdictional corridor. Such relief could be provided through administrative action or County sponsored legislation.

240. SUPPORT efforts to improve safety throughout the transportation system. *The County supports new and expanded projects and programs to improve safety for bicyclists, pedestrians and wheelchair users, as well as projects to improve safety on high-accident transportation facilities such as Vasco Road. Data on transportation safety would be improved by including global positioning system (GPS) location data for every reported accident to assist in safety analysis and planning. The County also supports the expansion of school safety improvement programs such as stable/dedicated funding for crossing guards, revised school zone references in the vehicle code, Safe Routes to Schools (SR2S) grants, statutory authorization of an automated safety enforcement (speed cameras) pilot program, efforts to improve the safety, expansion and security of freight transportation system including public and private maritime ports, airports, rail yards, railroad lines, rail bridges and sidings. The County also supports limits or elimination of public liability for installing traffic-calming devices on residential neighborhood streets.*
241. SUPPORT funding or incentives for the use of environmentally-friendly resources in transportation construction projects. *The County seeks and supports grant programs, tax credits for manufacturers, state purchasing programs, and other incentives for local jurisdictions to use renewable and environmentally friendly materials such as pervious concrete, cool pavements, rubberized asphalt (made from recycled tires) that the County has used as paving material on San Pablo Dam Road and Pacheco Boulevard, and other emerging technologies/materials.*
242. SUPPORT streamlining the delivery of transportation safety projects. *The length of time and amount of paperwork should be reduced to bring a transportation safety project more quickly through the planning, engineering and design, environmental review, funding application, and construction phases, such as for Vasco Road. This could include streamlining the environmental review process and also streamlining all state permitting requirements that pertain to transportation projects. Realistic deadlines for use of federal transportation funds would help local jurisdictions deliver complex projects without running afoul of federal time limits which are unrealistically tight for complex projects.*

243. SUPPORT efforts to coordinate development of state-funded or regulated facilities such as courts, schools, jails, roads and state offices with local planning. *The County supports preserving the authority of Public Works over County roads by way of ensuring the Board of Supervisors' control over County roads as established in the Streets & Highways Code (Ch2 §940) is not undermined. This includes strongly opposing any action by a non-local entity that would ultimately dilute current Board of Supervisors discretion relative to road design and land use. In addition to being coordinated with local planning, there are well documented conflicts between state school development policies and state policies related to greenhouse gas reduction, safe routes to school, complete streets, and "Health In All Policies." The County supports administrative and legislative efforts to resolve these conflicts.*
244. SUPPORT efforts to coordinate planning between school districts, the state, and local jurisdictions for the purposes of: (1) locating and planning new schools, (2) funding programs that foster collaboration and joint use of facilities, and (3) financing off-site transportation improvements for improved access to existing schools. *The County will urge the California Department of Education's current Title 5 update effort to include removing the current conflict between current school siting policies and sustainable communities. Related to this effort, the County supports reform of school siting practices by way of legislative changes related to any new statewide school construction bond authorization. The County takes the position that reform components should include bringing school siting practices and school zone references in the vehicle code into alignment with local growth management policies, safe routes to school best practices, State SB 375 principles, and the State Strategic Growth Council's "Health in All Policies Initiative."*
245. SUPPORT regional aviation transportation planning efforts for coordinated aviation network planning to improve service delivery. Regional aviation coordination could also improve the surrounding surface transportation system by providing expanded local options for people and goods movement.
246. SUPPORT efforts to increase waterborne transport of goods and obtaining funds to support this effort. *The San Francisco to Stockton Ship Channel is a major transportation route for the region, providing water access to a large number of industries and the Ports of Sacramento and Stockton. A project is underway to deepen the channel, providing additional capacity to accommodate increasing commerce needs of the Ports and providing better operational flexibility for the other industries. Increased goods movement via waterways has clear benefits to congestion management on highways and railroads (with resultant air quality benefits).*
247. SUPPORT legislative and administrative measures to enhance rail safety, increase state oversight of railroad bridges, provide funding for the training of first responders, and implement regulations that increase tank car safety standards for cars transporting crude oil and other hazardous materials, and regulations that require railroads to share data with state emergency managers and local responders.

248. SUPPORT funding increases for active transportation projects and planning. *Funding is needed for improved pedestrian infrastructure and enhancements and expansion of: trails, on-street bike facilities (Class II and III), and separated facilities (Class I and Class IV [cycle track]). Funding is also needed for corridor and "bicycle superhighway" planning, trail access improvements, overcrossings, intersection improvements, Class I - IV inter-connectivity projects (gap closures), wayfinding/signage projects, and facilities/designs identified in emerging best practices.*
249. OPPOSE efforts to condition or link the distribution of transportation funds to a jurisdiction's production of housing relative to RHNA (Regional Housing Needs Allocation).
250. SUPPORT administrative or legislative mechanisms that facilitate coordination between transportation agencies and utilities relative to expediting construction projects. *Without willing and proactive coordination, transportation projects are subject to delays and substantially increased costs. These costs are borne by the taxpayers.*

### Veterans

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

**Waste Management**

- 254. SUPPORT legislation that establishes producer responsibility for management at the end of their useful life of products, including pharmaceuticals, batteries, sharps and veterinary medicine.
- 255. SUPPORT efforts to increase the development of markets for recycled materials.
- 256. SUPPORT legislative and regulatory efforts to allow third parties, under specific circumstances and conditions, to collect and transport household hazardous waste to collection facilities.
- 257. SUPPORT legislation that seeks to remedy the environmental degradation and solid waste management problems on a State-wide basis of polystyrene containers and single-use plastic bags typically given away for free at grocery, retail and other establishments.
- 258. SUPPORT legislation that does not require increased diversion from landfills without an adequate funding mechanism.
- 259. SUPPORT legislation that would make changes to the used tire redemption program. *Instead of collecting a disposal fee from the consumer when new tires are purchased, a disposal fee would be collected at the wholesale level and redeemed by the disposal site when the used tires are brought to the site. The party bringing the tires to the disposal site would also receive a portion of the fee.*
- 260. SUPPORT legislation that relieves counties with privately-operated landfills from the state requirement for maintaining a 15-year supply of disposal capacity for waste generated within each county. *In 1989, Contra Costa County amended its general plan to accommodate construction of Keller Canyon Landfill. Due to the difficulty in siting landfills and the requirements of Public Resources Code 47100 – Countywide Siting Element, the County maintained authority to control the amount of waste disposed at this facility from outside the county. Despite Contra Costa County’s opposition, AB 845 became law on January 1, 2013 and prohibits any jurisdiction from regulating the amount of waste disposed at a privately-operated landfill based on its place of origin.*

*Because local jurisdictions can no longer control importation of waste to privately-operated landfills, a host County that receives a significant amount of waste from outside the county will have a greater need to undertake the difficult task of identifying new disposal capacity pursuant to the Countywide Siting Element requirement. Since the state believes there is no need for local jurisdictions to regulate disposal of solid waste by place of origin, the state should remove existing statutes that require each County with privately-operated landfills to identify sufficient disposal capacity for the waste generated by the jurisdictions within that County.*

261. SUPPORT legislation that can reduce the amount of harmful pharmaceuticals (including veterinary medicine) that ultimately enter waste water treatment facilities, bodies of water, and landfills.
262. SUPPORT legislative and regulatory efforts to restrict payments from the Beverage Container Recycling Program Fund for redemption of beverage containers sold out of state. *Fraudulent redemption of these beverage containers is costing the Fund from \$40 million to \$200 million annually. This fraud combined with loans to the General Fund to reduce the State budget deficit has significantly reduced the availability of funds for increasing recycling as intended under the law.*
263. SUPPORT legislative and regulatory efforts that correct the imbalance between the County's regulatory authority to control the collection and disposal of solid waste generated within the unincorporated areas and our exposure to state penalties for failing to meet state mandates for diverting solid waste generated within these areas as a result of Appellate Court decisions. *In litigation where the County sought to protect its solid waste franchise authority for unincorporated areas the court awarded franchise authority to the Rodeo Sanitary District and Mountain View Sanitary District while the County remains exposed to state penalties for failing to meet state mandates for reducing disposal of solid waste generated in these areas.*

### Workforce Development

264. SUPPORT legislative and regulatory efforts that make the necessary changes to existing law for the implementation of the federal Workforce Innovation and Opportunity Act (WIOA) in California. *The County supports legislation that would include provisions that state that the Local Plan developed by local workforce boards should be the basis of all workforce planning in the local areas and all workforce-related state grants. Additionally, the County supports provisions that ensure that staffing costs and support services should be included in the training expenditure requirement. Finally, the County supports provisions that require all programs listed in the Workforce Innovation & Opportunity Act (WIOA) work together to ensure that data is collected and reported across all programs, utilizing the state's base-wage file system to ease local reporting burdens.*
265. SUPPORT efforts to include marginally attached workers, including discouraged workers, and involuntary part-time workers more formally in the California Workforce Investment Act. *(Marginally attached workers are persons not in the labor force who want and are available for work, and who have looked for a job sometime in the prior 12 months (or since the end of their last job if they held one within the past 12 months), but were not counted as unemployed because they had not searched for work in the 4 weeks preceding the survey. Discouraged workers are a subset of the marginally attached.)*





# ~~2018 ADOPTED~~ FEDERAL LEGISLATIVE PLATFORM

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Contra Costa County

**For TWIC review:**  
**September 10, 2018**~~January 23, 2018~~  
*As amended May 22, 2018*



## 2018 FEDERAL LEGISLATIVE PLATFORM CONTRA COSTA COUNTY

Each year, the Board of Supervisors adopts a Federal Legislative Platform that establishes priorities and policy positions with regard to potential federal legislation and regulation.

### FEDERAL FUNDING NEEDS

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

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

**2. Mt. Diablo Mercury Mine Clean-up – \$483,000** for the Army Corps of Engineers to complete the Technical Planning Process for the clean-up project at the source and downstream area of the Mt. Diablo Mercury Mine. The project will clean up the mine in a cost effective, environmentally-sound manner with minimal liability exposure for the County and involving all stakeholders through an open community-based process. The Corps initiated a Technical Planning Process in June 2008 to develop a preliminary remediation plan, identify applicable permit and environmental data requirements and complete a data collection and documentation program for the clean-up of the area impacted by the Mt. Diablo Mercury Mine. Several phases of the planning process have been completed, and this appropriation will allow the Corps to continue the planning process, which will include looking at watershed issues downstream of the mercury mine. The mine site is located on private property on the northeast slope of Mt. Diablo at the upper end of the Marsh Creek watershed. *(Note: \$517,000 appropriated in FFY 2008. We would also like to continue our request to expand the authority of the Corps through the Restoration of Abandoned Mines Sites (RAMS) program to go beyond planning work and construct remediation projects. This would be accomplished with the addition of language in a future Water Resources Development Act (WRDA) bill)*

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

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

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

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

With respect to any proposed federal Infrastructure bill, the County would support legislative language that includes infrastructure projects for all elements of stormwater: regional scale flood protection infrastructure (usually operated by flood control districts), local scale storm drain pipes (operated by cities and counties), storm water quality treatment facilities (operated by cities and

counties), and groundwater recharge (often operated by special districts, but also cities and counties).

### **FEDERAL TRANSPORTATION NEEDS**

*The following are priority transportation projects and programs for which federal funding is needed.*

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

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

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

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

**4. Brentwood Intermodal Transit Center (BITC)** -- Project to improve access, and advance design and development of a transit center located in Brentwood, and serving Oakley, southeast Antioch,

Discovery Bay and Brentwood. *The BITC is proposed for Highway 4 between Lone Tree Way and Sand Creek Road and would be served initially by Tri Delta Transit. Access would be provided via an extension of Heidorn Ranch Road, and the multimodal Mokelumne Trail. A possible future extension of eBART from the Antioch Station would be considered later.*

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

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

**7. Kirker Pass Road Truck Climbing Lanes** – \$7 million for constructing northbound and \$20 million for constructing southbound truck climbing lanes on Kirker Pass Road, a heavily used arterial linking residential areas in eastern Contra Costa with job centers and the freeway system in central Contra Costa. The truck climbing lanes are needed to improve traffic flow and will also have safety benefits. The \$4.5 million will close a funding gap and augment secured funding: \$6 million in Measure J (local sales tax measure) funds and \$2.6 million in State Transportation Improvement Program funds. The \$20 million is the total cost of the southbound truck climbing lane segment.

**8. Vasco Road-Byron Highway Connector** – \$80 million for design, engineering and construction of an east-west connector road between two major arterials that link Contra Costa County with Alameda and San Joaquin Counties. The Vasco Road-Byron Highway Connector will improve traffic circulation and linkages in the southeastern portion of the County and will provide a new route for truck traffic that will remove a significant portion of truck trips which currently pass through the rural community of Byron. Vasco Road is designated as State Route 84, and Byron Highway is under study as the potential alignment for future State Route 239.

**9. [Staff Proposal]: West Contra Costa High Capacity Transit Project: TBD**

➤ **Rural Road Funding Program** – The County supports the creation of a new funding program that will provide funds for converting or upgrading rural roads into more modern and safer roads that can better handle increasing commuter traffic in growing areas, such as East County. These roads do not often compete well in current grant programs because they do not carry as many vehicles as roads in more congested urban or suburban areas. As a result, improvements such as widenings (turn lanes, clear zone/recovery areas, etc.), realignments, drainage improvements and intersection

modifications often go unfunded, leaving such roads with operational and safety problems as well as insufficient capacity.

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

In addition to the funding levels, the County also supports regulation changes that permit direct funding to local jurisdictions, bypassing the Federal Highway Administration and Caltrans Local Assistance. The goals of these changes are to:

- Get federal transportation funding into the community as soon as possible to create and preserve jobs, both in the private sector and the public sector, in America;
- Maximize purchasing power by eliminating the burdensome additional administrative process and cost associated with multiple layers of government between funding and construction of shovel ready improvement and maintenance projects; and
- Fund the critical first and last part of each journey of goods, people, and services □ local roads of America □ providing certainty for businesses and laying the foundation for lasting economic growth.

## APPROPRIATIONS AND GRANTS – SUPPORT POSITIONS

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

- 1. *Buchanan Field Airport*** – The County approved a Master Plan for the Buchanan Field Airport in October 2008, which included a Business Plan for project implementation; all of which completed a previously approved Federal Aviation Regulation Part 150 Noise Study. The comprehensive planning effort has ideally positioned Buchanan Field Airport for future aviation (general aviation, corporate aviation and commercial airline service) and aviation-related opportunities. To facilitate the economic development potential, the Business Plan prioritizes necessary infrastructure improvements for Buchanan Field Airport (including development of a general aviation terminal/administration building and potential replacement of the 65 year old control tower). Further, as the Airport is surrounded by urban residential uses, enhancing the noise program infrastructure is deemed essential for balancing the aviation needs with those of the surrounding communities. The Federal government, primarily through the Federal Aviation Administration (FAA), provides funding for planning, analysis, and infrastructure improvements. The County will support funding in all these areas for protection and enhancement of our aviation facility and network.
- 2. *Byron Airport*** – The Byron Airport is poised for future general and corporate aviation and aviation-related development, but that future growth and full build out of the airport as shown in the Master Plan is dependent upon utility and infrastructure improvements (such as improved road access and sewer and water connections) both on and around the Airport. The Byron Airport Business Plan prioritizes infrastructure and possible additional land acquisition to assist the Byron Airport in fulfilling its aviation and economic development potential. The Federal government, primarily through the Federal Aviation Administration (FAA), provides funding for planning, analysis, infrastructure improvements and aviation land acquisition. The County will support funding in all these areas for protection and enhancement of our aviation facility and network.
- 3. *Energy Efficiency & Conservation Block Grant (EECBG) Program*** – Advocate/support funding up to or above the authorized amount of \$2 billion for the EECBG Program established and authorized under the Energy Independence and Security Act (EISA) of 2007. The County’s ability to continue offering programs/services improving energy efficiency and conservation while also creating jobs is contingent upon additional federal funding being appropriated to the EECBG Program in 2012 and beyond. Contra Costa and other local governments have identified and designed many successful programs and financial incentives targeting both the private and public sector which are now being implemented using EECBG funding authorized through the ARRA of 2009. Funding for the EECBG program is necessary to ensure the nation’s local governments can continue their leadership in creating clean energy jobs, reducing energy consumption and curbing greenhouse gas emissions.

4. **Multimodal National Freight Network** – In 2015 the primary freight network was established pursuant to MAP-21. The County supports increases in dedicated freight funding as proposed in the National Freight Strategic Plan. The County will pursue grants and appropriations for 1) the Northern Waterfront Initiative – specifically, funding for a short-line railroad feasibility study for the Northern Waterfront Corridor and a Land-Use Cost-Benefit/Fiscalization study for the Northern Waterfront; and 2) consistent with the Draft National Freight Strategic Plan congestion reduction strategy, projects along the I-680 corridor.
5. **Regional Habitat Planning and Conservation** – \$85 million to the U.S. Fish and Wildlife Service’s “Cooperative Endangered Species Conservation Fund” to keep pace with land costs and the increasing number of Habitat Conservation Plans (HCPs) throughout the country. The County will support funding for the Fund to be restored to \$85 million, the 2010 funding level. This will provide much needed support to regional HCPs in California and nationally, including the East Contra Costa County HCP. Given the prolific growth in the number of regional HCPs, the Fund needs to be increased even more substantially in subsequent years. The East Contra Costa County HCP has received \$37.5 million from the Cooperative Endangered Species Conservation Fund in the past ten years and continuing this grant support is of vital importance to the successful implementation of that Plan. The County will pursue increasing appropriations to the Fund in partnership with numerous counties in northern and southern California and will support requests of the California Habitat Conservation Planning Coalition to increase the Fund up to \$85 million.
6. **San Francisco Bay Improvement Act** – \$1 billion restoration bill authored by Congresswoman Jackie Speier in 2010 but not passed. The bill, if passed, will help finance restoration of more than 100,000 acres of the Bay's tidal wetlands. Funds from the bill would implement a restoration plan that was adopted in 1993. In addition to benefits for fish and wildlife, wetlands restoration will create new jobs and provide regional economic infusions, as well as protect against the effects of sea level rise on the Bay's shores.
7. **Sacramento-San Joaquin Delta National Heritage Area** – a bill authored by Senator Dianne Feinstein in 2010 but not passed. The bill, if passed, will authorize and fund a National Heritage Area (NHA) for the Sacramento-San Joaquin Delta. The NHA designation would be a first step in providing federal resources to agencies in the Delta for economic development and environmental protection. *Contra Costa County supports the legislation and participated in a feasibility study for the NHA through our seat on the Delta Protection Commission, which completed the study in 2012.*
8. **Stormwater Program Funding** - \$2 million to fund additional compliance costs required by the Clean Water Act. *The Regional Water Quality Control Board issues the County a Municipal Separate Storm Sewer System (MS4) permit every five years, requiring the County to remove pollutants from stormwater prior to entering the storm drain system. The County has a dedicated revenue source for funding stormwater services derived from an assessment on every parcel in the County, which generates about \$3 million per year in the unincorporated communities. The Regional Board issued a new MS4 permit that will increase costs dramatically over the next five years, starting with a 25% increase and the following year by an increase of almost five times current costs. In 2012, the County attempted to increase the parcel assessment for stormwater services but the voters turned it down. The County needs additional funding through the Environmental Protection Agency, the source of the MS4 requirements, to help pay for compliance costs. Staff estimates the cost for compliance in 2018 at \$5 million, which is \$2 million more than current budget.*



## POLICY POSITIONS

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

**Aging and Adult Services** – Contra Costa County administers grants through the Area Agency on Aging (AAA). Through public and nonprofit agency contracts, the AAA provides many services annually for elderly county residents, including group (congregate) meals, rides to congregate meal sites, nutrition education sessions, home delivered meals, legal assistance, long term care ombudsman services, in home and respite registry services, home visiting and adult day care, family caregiver support, assessments for fall prevention and fall prevention exercise classes. The Older Californians Act provides Title III grants for community services and nutrition.

The County will advocate for the following federal actions:

- a. OPPOSE the elimination or reduction of funding for the Older Americans Act and Programming.
- b. OPPOSE the elimination or cuts to the Elder Justice Act. The Elder Justice Act, as part of the Patient Protection and Affordable Care Act, provides federal resources to “prevent, detect, treat, understand, intervene in and, where appropriate, prosecute elder abuse, neglect and exploitation.”
- c. OPPOSE elimination and funding cuts to the Senior Community Service Employment Program, which is the nation’s oldest program that helps low-income, unemployed individuals aged 55+ years find work.

**Affordable Housing and Homeless Programs** – For Housing and Urban Development (HUD)’s Homeless Assistance Grants, including the Emergency Solutions Grant (ESG) Program, the County will support funding that does not include set-asides or other requirements that limit local communities’ ability to respond to the particular needs in their areas. For the Housing Assistance for People with AIDS (HOPWA) program, the County will support legislation to update the formula used to allocate HOPWA grants to reflect local housing costs as well as the number of AIDS cases.

The County supports full funding for HUD homeless assistance programs, including the ESG Program, and funding for full implementation of the Homeless Emergency and Rapid Transition to Housing (HEARTH) Act of 2009.

The County supports funding the National Affordable Housing Trust Fund. Resources made available through the Trust Fund should be accessible to local housing and community development agencies, including public housing authorities. The Housing Trust Fund should be used to complement and not supplant either the HOME or CDBG programs.

**Agricultural Pest and Disease Control** – Agriculture and native environments in Contra Costa County continue to be threatened by a variety of invasive/exotic pests, diseases and non-native weeds. The Federal government provides funding for research, regulation, pest exclusion activities, survey and detection, pest management, weed control, public education and outreach. The County will support funding in all these areas for protection of our agricultural industry and

open space. Consistent with the policy position, the County will also support legislation which would authorize and direct the USDA to provide state and local funding for High Risk Prevention programs (also called Pest Detection Funding).

**Beneficial Use of Dredged Materials** – As the beneficial reuse of dredged materials has a clear public benefit, particularly in the Delta, the County will continue to support beneficial reuse in general and also continue to advocate for funding for a federal study to determine the feasibility of beneficial reuse, considering the benefits and impacts to water quality and water supply in the Delta, navigation, flood control damage, ecosystem restoration, and recreation. The study would include the feasibility of using Sherman Island as a rehandling site for the dredged material, for levee maintenance and/or ecosystem restoration. Language to authorize the study was included in the Water Resources and Development Act (WRDA) which was passed into law on November 8, 2007.

**Broadband** – Consistent with CSAC policy, Contra Costa County will support the expansion of broadband (high speed internet service) to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents. For communities to realize these full benefits of broadband it must be capable of supporting current technology. Access and adoption are both necessary elements that should be supported in state and federal legislative or regulatory proposals. This entails the following:

- Establishing and maintaining reliable broadband in unserved or underserved communities;
- Promoting the knowledge, skills and behaviors that comprise digital literacy;
- Making broadband affordable for all households;
- Maximizing funding for infrastructure; and
- Reducing infrastructure deployment barriers.

**Child Care** – Research continues to show that quality, affordable childcare is a necessity to ensuring a family’s stability and economic success. Currently in Contra Costa County, there are over 10,000 low-income children eligible for affordable childcare services, yet only 29% of that need is met. Research also shows that in addition to a child’s long-term success with school and employment, investing in high-quality early care and education results in a higher than average return on investments in the areas of crime reduction and positive health, education and economic outcomes.

With regards to childcare, the County will support efforts that ensure all children have access to quality care by expanding high quality learning opportunities for children 0-5, including but not limited to proposals such as:

- An increase of over 100,000 new childcare slots and \$12 billion over the next 10 years;
- A focus on children and their families who are at or below 200% of poverty;
- Financing through a new cost-sharing partnership with states, already a proven successful model with Head Start in Contra Costa County.

The County will also advocate for the following federal actions:

- Increase funding to support employment of low-income families through greater access to child care subsidies, and increase the access of children from eligible families to high-quality care that supports positive child development outcomes.
- Provide flexibility at the state and local levels so that quality care can be balanced with access and parental choice.
- Reauthorization of Head Start that includes consideration of a regional approach to determining eligibility and reforming the Head Start Designation Renewal System by suspending the use of the lowest 10 percent of the Classroom Assessment Scoring System trigger.
- OPPOSE block granting Head Start and Early Head Start programs.
- SUPPORT new comprehensive proposals that would enhance funding and development of early care and education infrastructure, including increasing supports, services, and increased compensation for the early education workforce.
- SUPPORT efforts that increase access to home visiting programs that are designed and implemented to support families in providing an environment that promotes healthy growth and development of young children.

*Child Support* –The County will advocate for the following federal actions:

- Eliminate the \$25 fee for non-IV-A families.
- Restore the incentive match payments that were prohibited in the Deficit Reduction Act.
- Allow the automatic use of cash medical support to reimburse Medicaid expenditures.
- Allow IV-D agencies to access Health Insurance records for the purposes of Medical Support.

*Child Welfare and Well-being* –The County will advocate for the following federal actions:

- Provide states with financial incentives, as opposed to monetary penalties, under the Child and Family Services Reviews and minimize the significant administrative burden associated with the review process.
- Modify the Federal Title IV-E Foster Care eligibility income standard from the current 1996 AFDC Federal Poverty Level (100% FPL) to be in line with (and follow) the Medicaid 138% FPL standard.

- Increase prevention dollars to help maintain children safely in their own homes. Federal funding currently gives disproportional support to out-of-home care rather than to preventing children from coming into care.
- Any increase in Federal Medical Assistance Percentage should include an associated increase in the Title IV-E matching rate to help support children in foster care.
- OPPOSE The Family First Prevention Services Act for our Children, an Act that would curtail California's Continuum of Care Reform (CCR) efforts and would result in poor outcomes for especially vulnerable abused and neglected children.
- OPPOSE the elimination or cuts to the Social Services Block Grant and the Adoption Assistance Program.

**Community Development Block Grant (CDBG), Emergency Solutions Grant (ESG), and HOME Programs** – The County's ability to continue funding to a variety of nonprofit agencies that provide critical safety net services to lower income residents, including financing the development of affordable housing is threatened by further cuts as part of the Budget Control Act (Act) passed by Congress in July 2011. The Act established mandatory spending caps on most federal programs through 2021, and arranged additional across-the-board annual spending cuts to federal defense and non-defense discretionary (NDD) programs over this same period.

Included in non-defense discretionary programs are critical local government oriented programs including the CDBG, ESG and HOME programs. These programs are successful and productive, leveraging significant funding from non-federal sources to help spur economic development. The County agrees that reducing the federal deficit is an important component of achieving long-term national economic stability, but targeting solely NDD programs like the CDBG, ESG and HOME programs will not achieve significant reductions and will hinder the County's ability to provide critical services to its most vulnerable populations. The County will continue to oppose any further reductions in the CDBG, ESG and HOME programs as part of the Budget Control Act or any other means.

**Cost Shifts to Local and State Government** – Contra Costa County performs many of its services and programs pursuant to federal direction and funding. Other services and programs are performed at the behest of the state, which receives funding through the federal government. In the past, the Administration's budget has contained significant cuts to entitlement programs and/or caps on entitlements. Such actions could shift cost of services from the federal government to the state and/or local governments (and to the extent that costs would shift to the state, it is highly likely that these would be passed on to the County). The County will oppose any actions that would result in cost shifts on federal entitlement programs or which would result on greater dependency on county funded programs. In addition, the County will support federal and state financial assistance to aid county and local government efforts to meet unfunded federal mandates, such as those contained in the National Response Plan (NRP), the National Infrastructure Protection Plan (NIPP), and the National Incident Management System.

**Criminal Justice and Mental Health** – Contra Costa County supports the Mental Health and Safe Communities Act, which strengthens federal programs related to mental health in the criminal justice system by enhancing the ability of families and communities to identify mental illness; and the Comprehensive Justice and Mental Health Act, which would update the Mentally Ill Offender and Treatment Crime Reduction Act (MIOTCRA) and facilitate collaboration among the criminal justice, juvenile justice, mental health treatment, and substance use systems to ensure that people with mental illnesses receive the support they need.

An increasing number of people with mental illnesses are coming into contact with the criminal justice system—with law enforcement, courts, jails and prisons, and probation and parole agencies—at a tremendous cost to taxpayers and public safety, as well as to these people and their families. According to a U.S. Department of Justice report, approximately 45 percent of people in federal prisons, 56 percent of people in state prisons, and 64 percent of people in local jails displayed symptoms of a mental health condition.

The County will also support the mental health and criminal justice provisions in legislation that support and expand bipartisan initiatives across the country (including the Stepping Up initiative), such as specialized law enforcement training, mental health courts, and other collaborative responses to people in the criminal justice system who have mental health and substance use treatment needs. The County will also support legislation that provides resources for programs in correctional facilities, as well as resources to improve reentry outcomes for people with mental illnesses released from incarceration back into the community, and authorizing the creation of a specialized National Criminal Justice and Mental Health Training and Technical Assistance Center.

**Deferred Action for Childhood Arrivals** – OPPOSE legislation and administrative actions to repeal DACA (Deferred Action for Childhood Arrivals) as well as legislation and administrative efforts that target individuals due to their color, religious affiliation or national origin.

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

**Designation of Indian Tribal Lands and Indian Gaming** – The Board of Supervisors has endorsed the California State Association of Counties’ (CSAC) policy documents regarding development on tribal land and prerequisites to Indian gaming. These policy statements address local government concerns for such issues as the federal government’s ability to take lands into trust and thus remove them from local land use jurisdiction, absent the consent of the state and the affected county; the need for tribes to be responsible for all off-reservation impacts of their actions; and assurance that local government will be able to continue to meet its governmental responsibilities for the health, safety, environment, infrastructure and general

welfare of all members of its communities. The County will continue to advocate for federal legislation and regulation that supports the CSAC policy documents.

The County will also advocate for limitations on reservation shopping; tightening the definition of Class II gaming machines; assuring protection of the environment and public health and safety; and full mitigation of the off-reservation impacts of the trust land and its operations, including the increased cost of services and lost revenues to the County.

The County will also advocate for greater transparency, accountability and appeal opportunities for local government in the decision-making processes that permit the establishment of Indian gaming facilities. This includes sequencing the processes so that the Indian Lands Determination comes first, prior to initiation of a trust land request and associated environmental review.

The County will also consider support for federal action and/or legislation that allows Class III gaming at the existing gaming facility only if it can be shown that any change would result in a facility that would be unique in nature and the facility can demonstrate significant community benefits above and beyond the costs associated with mitigating community impacts.

**Economic Development Programs** – Congress should fund all the complementary programs within HUD’s community and economic development toolkit, ensuring that HUD does not lose sight of the development component of its mission. To that end, the County will support continued funding for the Section 108 loan guarantee program, the Brownfields Economic Development Initiative and the Rural Housing and Economic Development program. *Each of these programs plays a unique role in building stronger, more economically viable communities, while enabling communities to leverage external financing in a way the CDBG program alone cannot do.*

**Federal “Statewideness” Requirements** – For many federally funded programs, there is a “statewideness” requirement; i.e., all counties must operate the specific program under the same rules and regulations. This can hamper the County’s ability to meet local needs, to be cost effective and to leverage the funding of one program to reduce costs in another program. Contra Costa County cannot negotiate for federal waivers or do things differently because it is not a state, yet its population is greater than seven states. *Recognizing this is a very long-term effort, the County will advocate for relaxation of the “statewideness” rule to allow individual counties or a consortium of counties to receive direct waivers from the federal government and/or adopt the rules and regulations currently in use in another state for specific programs.*

**Habitat Conservation Planning** – The County will advocate for elevating the profile of locally controlled, regional Habitat Conservation Plans (HCPs) such as the East Contra Costa County HCP within Congress and Administration so that these critical federal/state/local partnerships can receive necessary attention and support. *HCPs are flagship programs for the federal government and supporting effective implementation of approved HCPs should be a top priority for the U.S. Department of the Interior and U.S. Fish and Wildlife Service and HCPs should be a key tool in any federal climate change or economic stimulus legislation.*

**Habitat Conservation Permitting and Permit Alignment** – The County will advocate for and support efforts to align federal permits for natural resource impacts federal with permits already

issued by the U.S Fish and Wildlife Service pursuant to a locally-controlled, regional Habitat Conservation Plan (HCP), such as East Contra Costa County HCP. One good example of this is the U.S. Army Corps' issuance of Regional General Permit 1 which was designed to be consistent with the East Contra Costa County HCP. The alignment of permit requirements and processes improves the overall efficiency, predictability and effectiveness of natural resource regulation and project delivery.

Health – The County will advocate for the following actions by the federal government: a) provide enhanced Medicaid FMAP (the "Federal Medical Assistance Percentage" for Medicaid. It is the federal matching rate for state Medicaid expenditures.); b) suspend the Medicare "clawback" rule; c) suspend the "60-day rule" that requires states to repay the federal government overpayments identified by the state prior to collection, and even in instances where the state can never collect; d) ease the ability to cover those eligible for Medicaid by making documentation requirements less stringent; and e) prevent the implementation of the following seven federal regulations:

- Outpatient hospital
- Case Management
- School Based Administration & Transportation
- Public Provider Cost Limit
- Graduate Medical Education
- Rehabilitation Services Option
- Provider Tax

SUPPORT full funding of the Federal Medicaid program by the federal government. Medicaid provides access to health care for people whose income and resources are insufficient to pay for health care. It is jointly funded by Federal and State governments. The Patient Protection and Affordable Care Act (also known as the ACA) significantly expanded both eligibility for and federal funding of Medicaid. OPPOSE amendments to the ACA that would reduce support for Medicaid/Medi-Cal payments to providers.

OPPOSE efforts to repeal the Affordable Care Act or to replace it with any proposals that represent significant, permanent structural alterations to current subsidized segments of the health care system. *This would include proposals that would convert Medicaid enrollee categories to a per-capita cap model, thereby establishing hard federal funding caps for state Medicaid programs. These proposals could force the state to make cuts of its own to offset the loss of federal funding. Contra Costa's entire Medi-Cal (Medicaid) population of approximately 250,000 people, including 90,000 children, could be affected as a result.*

OPPOSE new block-granting proposals, harsh cuts, or proposals that will significantly and/or permanently shift the structure of health and human service funding and programming that would lead to the restriction or elimination of safety-net programs. *Reductions in federal human services funding and programming severely limits critical support for our community and state. Block grants often lead to decreases in funding that forces states to limit benefits for families, cap enrollment, and establish waitlists. These restrictions result in families who need these supports and services, not being able to access them, possibly leading them into deeper poverty and distress.*

OPPOSE federal legislation and administrative efforts to eliminate or reduce funding for essential public health services, inclusive of funding for immunization, HIV/Ryan White, Communicable Disease and Tuberculosis Control, Hansen's Disease, Teen Pregnancy, Public Health Preparedness and Maternal Child Health Funding.

SUPPORT reauthorization of funding for HIV/Ryan White Care, Maternal Child Health Funding including Maternal Infant Early Childhood Home Visiting (MIECHV), and CHIP (Children's Health Insurance Program).

**Homeless / Runaway Youth** –The County will support continued investment in the Runaway and Homeless Youth Act to ensure that all youth have access to housing and other critical services. *Homelessness among young people is a serious issue. Homeless youth, sometimes referred to as unaccompanied youth, are individuals who lack parental, foster or institutional care. Homeless youth are at a higher risk for physical abuse, sexual exploitation, mental health disabilities, substance abuse, and death. It is estimated that 5,000 unaccompanied youth die each year as a result of assault, illness, or suicide. In Contra Costa County youth under the age of 18 years make up approximately 11% of the homeless population and two thirds of those youth reside in shelters on any given night.*

**Human Trafficking** – Human Trafficking is the illegal recruitment, transportation, harboring, provision or obtaining of people (by force, fraud or coercion), typically for the purposes of forced labor or commercial sexual exploitation. Nearly 20.9 million people around the world fall victim to this multi-billion dollar industry. In the past year Contra Costa partners on a Federal human trafficking grant have served over 136 victims of human trafficking. Of those served 1,871 units of services were provided across 22 different categories of service such as legal services, protection and safety planning, family reunification and more. Women and girls are the predominant groups of people that are harmed by these actions.

The County will advocate for the following federal actions to insure support and services for victims of human trafficking, and the systems that help them:

- SUPPORT federal funding that effectively enables service providers to assist victims and law enforcement to prosecute traffickers. Because it takes a well-resourced multi-faceted approach to support victims and to insure traffickers are prosecuted support cross-system, comprehensive approaches to prevent human trafficking.
- SUPPORT efforts that increase the level of training, awareness, and funding to address promising practices related to labor trafficking (including the hospitality industry, restaurants, etc.). Victims of trafficking may be found everywhere– some may be found working against their will in hotels/motels for long hours for little or no pay. Labor trafficking has been found in diverse labor settings including domestic work, restaurants, nail salons, small businesses, large farms, and factories.

**Interpersonal Violence** – Interpersonal violence, often referred to as intimate partner violence, domestic violence or battering, is a pattern of behavior used to establish power and control over another person through fear and intimidation, often including the threat or use of violence. The



abuse can take several forms: physical, emotional, sexual, and economic as well as threats, stalking/surveillance, isolation and intimidation. Although women are more likely to be targeted, anyone can be a victim of interpersonal violence including those in the LGBTQ communities, men, disabled persons, seniors, and elders. The County will advocate for the following federal actions:

- OPPOSE any and all funding cuts, including but not limited to elimination of grant programs for violence prevention, human/labor trafficking, victim services, and/or issues related to interpersonal violence. In addition to OPPOSING any threats to cut or eliminate Department of Justice federal grants related to the Violence Against Women Act.
- SUPPORT efforts that increase access to cultural responsiveness and language support for victims of crime.
- SUPPORT efforts that promote collaboration and coordination across systems; including the sharing of confidential or protected information in multidisciplinary team settings in order to increase support for survivors.
- SUPPORT the sustainment and implementation/practice of the Hostile Environment Harassment and Liability for Discriminatory Housing Practices under the Fair Housing Act that protects housing access for victims of harassment and survivors of domestic violence.
- SUPPORT efforts to protect employment rights for survivors of interpersonal violence.
- SUPPORT efforts that promote training, capacity building and deeper understanding for students, educators and social service staff on trauma informed care, adverse childhood experiences, healthy workplaces and schools.

**Levee Restoration and Repair** – The County will support legislation such as H.R. 6484, the SAFE Levee Act (Garamendi) in 2012, which will authorize the U.S. Department of the Interior to invest in Delta levee repairs, for all levees that are publicly owned or publicly maintained. The bill also requires a cost-benefit analysis for the tunnel project being planned as part of the Bay-Delta Conservation Plan.

**Library Support** – The County will support funding for the Institute of Museum and Library Services (IMLS), the primary source of federal support for the nation's approximately 120,000 libraries and 35,000 museums and related organizations. In recent years California has received more than \$16M statewide. IMLS is the federal agency that distributes funds to state libraries who in turn fund statewide initiatives and competitive Library Services and Technology Act (LSTA) grants to public libraries. IMLS was at risk of being eliminated for FY'18 and may face a similar threat again. The Contra Costa County Library has received funding for Discover & Go, War Ink, STEAM, Career Online High School (COHS) scholarships, and numerous other programs and services over the years.

**Low Income Home Energy Assistance Program (LIHEAP)** - LIHEAP helps low-income families pay their heating bills. LIHEAP is a grant that offers assistance in the form of a cash grant,

sent directly to the utility company, or a crisis grant for households in immediate danger of being without heat. Weatherization Assistance Program (WAP) enables low-income families to reduce their energy bills by making their homes more energy efficient. Funds are used to improve the energy performance of dwellings families in need, using the most advanced technologies and testing procedures available in the housing industry. The County will advocate for the following federal actions:

- OPPOSE elimination and reduction in funding for the LIHEAP and WAP programs.

**Multi-Service Centers** – The County will support federal funding for the establishment and operation of coordinated service integration models such as SparkPoint, Service Integration Teams, Family Resource Centers, or Family Justice Centers. Multi-service centers often co-locate county and non-profit agencies working holistically to meet the needs of families. Centers can help individuals and families address immediate financial crises, build financial security, address abuse and violence, provide accessible, coordinated public services, and may, engage families in resident-driven efforts to revitalize their communities.

**Municipal Securities** – The County supports efforts to preserve, enhance and streamline the availability of tax-exempt financing to fund critical public infrastructure projects. For over 100 years, federal tax policy has granted a tax exemption on municipal bond interest to incentivize investment in local infrastructure projects. Also, the federal government has occasionally provided “direct subsidy bonds” that further mitigate borrowing costs to local government.

- **Preservation for the Tax-Exemption for Municipal Bonds:** The County will support the continued exemption of municipal bond interest.
- **Opposition to Repeal of the “Tower Amendment” to the Securities Acts Amendments of 1975:** The Tower Amendment to the Securities Acts Amendments of 1975 has prohibited the U.S. Securities and Exchange Commission (SEC) and the Municipal Securities Rulemaking Board (MSRB) from directly or indirectly regulating state and local government issuers of municipal securities prior to the sale of those securities. The County will oppose any repeal of the Tower Amendment which would impose an additional federal regulatory oversight burden on local government issuers, in recognition that the states already have such authority.
- **Private Activity Bonds for Government Buildings:** The County will support legislation that would create a new category of private activity bonds for governments to join with private parties to help finance government buildings. The tax-exempt bonding mechanism would allow state and local governments to issue private activity bonds to finance the construction and upkeep of certain publically owned buildings. The County will support amending the federal tax code to provide another layer of tax-exempt financing that would encourage the use of public-private partnerships.
- **Amend the Internal Revenue Code of 1986 to Restore Advance Refunding:** Tax Cuts and Jobs Act of 2017 (the “Tax Bill”) discontinued authorization for state and local governments to issue “advance refunding” bonds, which previously allows jurisdictions to

refinance current debt at reduced interest rates. This was, in part, due to the belief that such authorization essentially allowed for “double dipping” by state and local entities. Under previous law, governmental bonds and 501(c)(3) bonds issued by state and local governments were permitted a single advance refunding. This allowed public issuers to take advantage of reductions in interest rates to realize billions of dollars in savings, which ultimately benefits taxpayers.

**Pension** – The County will support legislation that would modify the Internal Revenue Code and corresponding regulations to permit public employees to make an irrevocable election between their current pension formula and a less rich pension formula.

In 2006, Contra Costa County and the Deputy Sheriff’s Association jointly obtained state legislation that would allow members of the Association to make a one-time irrevocable election between their current pension formula and a less rich pension formula, called Tier C. Orange County and its labor organizations obtained similar legislation in 2009. However, neither County has been able to implement this state legislation because such elections currently have negative tax consequences for employees and for retirement plans under federal tax law as interpreted by the Internal Revenue Service.

Like many local government entities nationwide, the County’s fiscal position would benefit greatly from reduced pension costs. Allowing local government entities to implement collective bargaining agreements and state legislation that permits employees to elect less rich pension formulas would be a significant step in reducing pension costs.

**Preservation of the federal deduction on State and Local Taxes (SALT)**--The County opposes repeal of the federal income tax deduction on State and Local Taxes (SALT). *Since 1913, the SALT deduction has been a deduction available to taxpayers in recognition that the portion of income deducted was spent on state and local public services such as public safety and transportation. In modern history, the SALT deduction has had a strong correlation to the mortgage interest deduction. This is because most homeowners pay property taxes on real property owned in their State, which are subsequently deducted using the SALT deduction on federal income taxes. For this reason, the SALT deduction can be viewed as a valuable financial benefit of homeownership. Repeal of the SALT deduction and the corresponding reduction in financial benefit of homeownership, could lead to a change in market prices of homes to “price in” the loss of the SALT deduction to homeowners. In California, ad valorem property taxes, which provide general purpose revenue to local governments, including cities and counties, is based on the assessed value of, among other things, residential homes. Should a repeal of the SALT deduction lead to a corresponding reduction in home values, local governments in California would be negatively impacted by reduced home values.*

**Public Housing Programs** – The County will support legislation that results in the transformation of existing programs to improve their effectiveness and efficiency, in tandem with the design of new and innovative responses, both to build upon recent progress and address outstanding issues.

The County will support legislation to protect the nation’s investment in Public Housing:

- Enact affordable housing industry proposal to allow public housing agencies (PHAs) to voluntarily convert public housing units to Section 8 project-based rental assistance in order to preserve this vital component of the national infrastructure.
- Oppose the Administration’s proposal to impose a \$1 billion offset against the operating reserves of responsible, entrepreneurial PHAs.
- Support the revitalization of severely distressed public housing units.
- Address safety and security concerns connected to drug-related crime.

The County will support legislation to preserve vital community and economic development programs:

- Fully fund the Community Development Block Grant Program in order to create and save jobs, revitalize local economies, and support critical services for vulnerable populations.
- Maintain funding for HUD’s cost-effective economic development tools.

The County will support legislation to strengthen and simplify the Section 8 Rental Assistance programs:

- Provide adequate funding for Housing Assistance Payment contract renewals and ongoing administrative fees.
- Enact the Section Eight Voucher Reform Act (SEVRA).
- Implement overdue regulatory and administrative revisions that ensure the efficient use of program funds.

The County will support legislation to maintain and expand Affordable Housing Opportunities and combat homelessness:

- Fully fund the Home Investment Partnerships Program and HUD’s homeless assistance programs, such as the Emergency Solutions Grant Program.
- Capitalize the Housing Trust Fund through a revenue-neutral approach.
- Preserve and strengthen the Low Income Housing Tax Credit Program.
- Preserve the availability of tax-exempt Private Activity Bonds which are the most common form of financing of affordable multi-family housing projects.

The County will support legislation to foster innovation, increase efficiency, and streamline the regulatory environment:

- Promote reasonable and flexible federal oversight.
- Incentivize green building and increased Energy Efficiency.
- Support HUD's ongoing transformation efforts.
- Ensure that HUD releases and distributes federal funding in a timely manner.
- Eliminate statutory and regulatory barriers that prevent PHAs and redevelopment authorities from accessing federal programs they are qualified to administer.

**Rail Safety** – Contra Costa County is home to a substantial oil refinery industry with four refineries located in the County. The County supports Senator Heitkamp's *Railroad Emergency Services Preparedness, Operational Needs, and Safety Evaluation (RESPONSE) Act, S. 2547*, which would establish a Federal Emergency Management Agency (FEMA) panel focused on railroad incident first responders. By bringing together under FEMA's National Advisory Council all relevant agencies, emergency responders, technical experts, and the private sector for a review of training, resources, best practices, and unmet needs related to emergency responders to railroad hazmat incidents, the RESPONSE Act will begin the process of addressing shortcomings in existing emergency response practices and procedures. It will also address the effectiveness of funding levels related to training local emergency responders for rail hazardous materials incidents.

The County also supports FEMA funding for the training of first responders, regulations that increase tank car safety standards for cars transporting crude oil and other hazardous materials, and regulations that require railroads to share data with state emergency managers and local responders.

**Retiree and Retiree Health Care Costs** – The County operates many programs on behalf of the federal government. While federal funding is available for on-going program operations, including employee salaries, the allocation is usually capped, regardless of actual costs. For retiree and retiree health care, the County's ability to contain costs is extremely limited. The County will advocate for full federal financial participation in funding the County's retiree and retiree health obligations.

**Second Chance Act** – The County will support funding for the Second Chance Act, which helps counties address the growing population of individuals returning from prisons and jails. Despite massive increases in corrections spending in states and jails nationwide, recidivism rates remain high: half of all individuals released from state prison are re-incarcerated within three years. Here in California, unfortunately, the recidivism rate is even higher. Yet there is reason for hope: research shows that when individuals returning from prison or jail have access to key treatments, education, and housing services, recidivism rates go down and the families and communities they return to are stronger and safer.

The Second Chance Act ensures that the tax dollars on corrections are better spent, and provides a much-needed response to the "revolving door" of people entering and leaving prison and jail.

**Sexual Assault** – Sexual violence affects millions of Americans – nearly every 2 minutes an American is sexually assaulted. The County will advocate for the federal actions to insure support for victims and survivors of sexual assault. The County will support providing funding to services

for victims of sexual violence, and encourage systemic change to aid survivors and those who serve them. In the wake of the federal government rescinding Title IX sexual assault guidelines that provide the framework for school investigations on campus sexual misconduct we must look to provide alternative resources to ensure the safety of women and girls in the community.

**State Criminal Alien Assistance Program (SCAAP)** – On May 23, 2012, the Department of Justice (DOJ) announced a change in the State Criminal Alien Assistance Program (SCAAP) that will prohibit SCAAP funds from being used to reimburse localities for foreign-born criminal aliens housed in jails that have been classified as “unknown inmates” by the Department of Homeland Security’s Immigration and Customs Enforcement (ICE) agency. This is a significant change to the SCAAP reimbursement formula and will heavily impact counties across the nation.

The County will support the rescinding of this decision and a reinstatement of the previous reimbursement practice, which would more equitably reimburse jurisdictions for the costs of housing undocumented individuals, including those inmates whose status may be unknown to the Department of Homeland Security.

**Supplemental Nutrition Assistance Program (SNAP)** – The County will advocate for the following federal actions:

- Increase SNAP benefit amounts to better meet recipients’ nutritional needs and support local economies.
- Adjust SNAP eligibility requirements to a) include currently excluded populations with significant need b) remove time limits and work requirements for Able-Bodied Adults Without Dependents (ABAWDS) and full-time students. ABAWDS and pertains to adults receiving food stamps who are considered employable.
- OPPOSE funding cuts or block granting the SNAP program.
- Remove the current federal barriers that prevent some nutrition programs from employing EBT technology.
- SUPPORT efforts that would allow people to apply for CalFresh while incarcerated.

**Streamlining Permitting for Critical Infrastructure, Economic Stimulus, and Alternative Energy Projects –“Green” Job Creation** – Request that Congress and the Administration recognize the value of Habitat Conservation Plans (HCPs) as a reliable way of streamlining critical infrastructure, economic stimulus, and alternative energy project permitting in a manner that is consistent with federal environmental regulations. HCPs not only facilitate such projects through permit streamlining, but the planning, implementation, management, and monitoring needs associated with regional HCPs plans also create many quality “green” jobs.

**Telecommunications Act of 1996 Revisions** – The Telecommunications Act of 1996 governs local government’s role in telecommunications, primarily broadband cable that uses the County’s right-of-way as well as consumer protections. As Congress works to update the Act, the County will continue to advocate for strengthening consumer protections and local government oversight of critical communications technologies; local access to affordable and reliable high speed broadband infrastructures to support the local economy; the right of local municipalities and communities to

offer high-speed broadband access; coordination and integration of private communication resources for governmental emergency communication systems; preservation of local government's franchise fees; preservation of the local community benefits, including but not limited to public, education and governmental (PEG) access channels; authority for provision of municipal telecommunication services; preservation of local police powers essential for health, safety and welfare of the citizenry; preservation of local government ownership and control of the local public rights-of-way; and support for ensuring that communication policy promotes affordable services for all Americans.

The Community Broadband Act of 2007, S.1853, encourages the deployment of high speed networks by preserving the authority of local governments to offer community broadband infrastructure and services. The County will oppose all bills that do not address the County's concerns unless appropriately amended. In addition, the Federal Communications Commission (FCC) has proposed rule-making (FCC Second Report and Order Docket 05-311 "Franchising Rules for Incumbents") that, in the opinion of local government, goes beyond the scope of their authority in this area. The County will oppose all such rule making efforts.

**Telecommunications Issues** – Support the Community Access Preservation (CAP) Act introduced in 2009 by Wisconsin Congresswoman Tammy Baldwin. The CAP Act addresses the challenges faced by public, educational and government (PEG) TV channels and community access television stations. The CAP Act addresses four immediate issues facing PEG channels. The CAP Act would: Allow PEG fees to be used for any PEG-related purpose; require PEG channels to be carried in the same manner as local broadcast channels; require the FCC to study the effect state video franchise laws have had on PEG; require operators in states that adopted statewide franchising to provide support equal to the greater of the support required under the state law or the support historically provided for PEG; and make cable television-related laws and regulations applicable to all landline video providers.

In addition, the County should support the widespread deployment and adoption of broadband, especially as it serves to connect the educational community and libraries.

**Temporary Assistance for Needy Families** – The County will advocate for the following federal actions:

- Relieve states of work participation rate and work verification plan penalties for fiscal years 2007, 2008, 2009 and 2010 in recognition of the serious downturn in the national economy and the succession of more "process-based" regulations issued in the last few years.
- SUPPORT policies that do not penalize work and movement towards financial stability. Families who are working and receiving modest cash assistance grants to supplement low earnings should not be subject to the federal time limit on assistance. Running the time limit clock while a parent is working and receiving such supplements means both that a family could lose assistance when it has exhausted its time-limited benefits and not be able to receive additional assistance if the parent loses his/her job. TANF should send a strong message to recipients that "work pays" – running the clock while a family is working undermines this message.

- Allow temporary exemptions from time limits and work requirements for families confronting severe employment barriers - including living in an area of high unemployment or are victims of abuse.
- Permanently withdraw the August 8, 2008, proposal that would have repealed the regulation that enables states to claim caseload reduction credit for excess MOE expenditures.
- Rescind the May 22, 2008, HHS guidance that effectively eliminated the ability of states to offer pre-assistance programs to new TANF applicants for up to four months.
- Rescind the final Deficit Reduction Act regulation restricting allowable state maintenance-of-effort expenditures under TANF purposes 3 and 4.
- End federal efforts to impose a national TANF error rate.
- Reauthorize and increase the TANF Block Grant. The allocation of the block grant has not increased since 1997. Support funding TANF annually by an amount commensurate with the rate of inflation to ensure that the program's actual value does not decrease each year.

**Veterans Benefits** – The County will support legislation to increase availability, accessibility, and utilization of Veterans Benefits.

Within Contra Costa County, Veterans' health care is provided by the VA Martinez Clinic, a division of the VA Northern California Healthcare System. Currently, access to enrollment in the VA healthcare system is limited to Veterans with a Service Connected disability of greater than 10%, special eligibility criteria (Purple Heart, former POW, Iraq & Afghanistan Vets within 5 years of discharge, etc.), and to Veterans with an annual gross income less than a geographically based threshold. Currently, VA emergency services are not available after hours or during weekends. The nearest VA emergency room is nearly 34 miles away from the VA Martinez Clinic.

The County will support legislation that would expand enrollment eligibility (such as removing the income limit criteria) to all Veterans with an honorable discharge. Furthermore, the County will support legislation that would establish 24 hour VA emergency services at the VA Martinez clinic.

In addition, the County will support legislation that will improve the timeliness and quality of both VA benefits claim decisions and VA healthcare services. Specifically, legislation that works toward improving on the expedited processing of claims and administering of benefits to populations with unique needs, such as homeless Veterans, Women Veterans, and Veterans experiencing service related Posttraumatic Stress Disorder.

**Veterans Halls** – The County will support legislation to provide America's veterans organizations with resources to make necessary repairs to or replacement of their meeting halls and facilities.



Across America, the meeting halls and posts of Veterans Service Organizations such as the American Legion and Veterans of Foreign Wars serve as unofficial community centers. Unfortunately, many of these facilities are not compliant with Americans with Disabilities Act accessibility standards, are not earthquake retrofitted, or have deteriorated in recent years due to declining membership and reduced rental revenues as a result of the economic downturn.

The County will support legislation that would create a competitive grant program for veterans' organizations, classified by the IRS as 501c19 non-profit organizations and comprised primarily of past or present members of the United States Armed Forces and their family members, to use for repairs and improvements to their existing facilities.

**Volume Pricing** – The National Association of Counties supports greater access for local governments to General Services Administration (GSA) contract schedules. These schedules provide volume pricing for state and local governments and make public sector procurement more cost effective. However, current law does not provide full access to state and local governments for GSA schedules. The County will support legislation that gives local governments access to these schedules and provides the option of purchasing law enforcement, security, and other related items at favorable GSA reduced pricing.

**Water Quality, Quantity and Delta Outflow** – Congress may consider legislation that could adversely affect water quality, quantity and flows in the Sacramento-San Joaquin Delta to the detriment of the County residents, economy and resources. The Board of Supervisors will rely on its adopted Delta Water Platform and its adopted resolution on Water, Ecosystem Health and other Issues Related to the San Francisco Bay and the Sacramento –San Joaquin River Delta (No. 2012-46) to determine the appropriate response to federal legislative issues brought to the Board's attention.

**Workforce Development** – Contra Costa County supports policies that meet the needs of serving businesses, workers, job seekers, and youth. The County further supports policies under the Workforce Innovation & Opportunity Act (WIOA) that preserve local decision-making relative to spending, direction of work, and other functions of local workforce boards. The County also supports policies that promote equal employment opportunities for women and men in an effort to increase employment and the creation of jobs in both the public and private sector and that enhance business' access to a qualified talent pool, and promote business growth through the development of a skilled workforce. The County also favors policies that provide increased funding to support job seeker services, as well as policies that make strategic investments to leverage existing funding in the workforce development arena. The County will OPPOSE cuts to WIOA funding and programming.

## 2018 STATE LEGISLATIVE ADVOCACY PLATFORM

Issue	Goal	Strategy
<b>Transportation Funding</b>	A. Lower the 2/3 super majority vote for local and regional transportation taxes	<p><b>Support</b> proposals to assist in the passage of local transportation measures by amending the constitution to allow a city, county, special district or regional transportation agency to impose a special tax for transportation projects with 55 percent approval.</p> <p><b>Oppose</b> efforts to add burdensome restrictions on the expenditure plan for measures seeking passage by a 55 percent margin.</p>
	B. Defend Senate Bill 1 (Beall)	<p><b>Oppose</b> any statewide ballot measure that proposes to repeal the new fuel taxes and registration fees enacted by Senate Bill 1 (Beall, 2017).</p> <p><b>Monitor</b> legislative efforts to change SB 1 programs or expenditures from SB 1 resources or the underlying base transportation revenues and Oppose any that may emerge.</p>
	C. Protect new Fuel and Registration Taxes	<p><b>Support</b> ACA 5 (Frazier) that seeks to prohibit the Legislature from borrowing revenues from fees and taxes imposed on vehicles or their use or operation, and from using those revenues other than as specifically permitted in the Constitution. This measure is set for the June 5, 2018 statewide ballot.</p>
	D. Advocate for a FY 2018-19 State Budget that addresses transportation needs	<p><b>Advocate</b> for continued appropriation of SB 1 transportation resources in the 2017-18 State budget.</p>
	E. Consider for discussion the potential of seeking an extension of the statutory 2020 deadline for the Authority to pursue an extended or new tax under provisions of AB 1665 (Bonilla – 2016)	<p><b>Discuss</b> potential for legislation that will permit CCTA to continue to be positioned for a new or extended sales tax for transportation by extending the statutory “sunset” date of 2020.</p>

<b>Improve Freeway Operations</b>	A. Seek approval to provide enhanced bus service in the I- 680 corridor	<b>Sponsor</b> legislation to provide authorization to operate buses in auxiliary lanes and on shoulders to bypass congestion and improve reliability of bus transit service in this corridor.
<b>Cap-and-Trade Funding</b>	A. Secure Cap-and-Trade funding in the FY 2017-18 State Budget	<b>Continue the collaboration</b> with our Bay Area partner agencies and legislative delegation in view of this year's enactment of legislation that extended the cap-and-trade program beyond 2020, to secure cap-and-trade funding in the FY 2017-18 State Budget and anticipated new Long-Range Expenditure Plan that would go into effect in 2020.
	B. Ensure Cap and Trade funds are invested to best assist in meeting county SB 375 goals and sustainability policies	<p><b>Monitor</b> program guidelines and any proposed changes in the cap and trade programs in the administrative or legislative process.</p> <p><b>Advocate</b> for fair opportunities for regional projects to best compete for funds.</p> <p><b>Monitor</b> regulatory or administrative efforts that seek to update the disadvantaged communities' definition or screening tools.</p>
<b>California Environmental Quality Act (CEQA)</b>	A. Monitor efforts to update and streamline the CEQA process	<b>Work</b> with Bay Area partner agencies or other coalitions to support CEQA streamlining and/or reform concepts for transportation projects that are consistent with a Regional Transportation Plan.
<b>Connected and Autonomous Vehicle Policy and Funding</b>	A. Support policies and funding to advance Connected and Autonomous Vehicle technology	<p><b>Support</b> policies and funding to advance Connected and Autonomous Vehicle technology to enhance transportation safety, efficient mobility, a healthier environment, and economic growth and job creation.</p> <p><b>Monitor</b> possible changes to recently adopted DMV Autonomous Vehicle guidelines.</p> <p><b>Monitor</b> regulatory or legislative initiatives that could affect the conduct of pilot demonstration programs in Contra Costa related to connected and autonomous vehicles.</p>

<p><b>Project Delivery</b></p>	<p>A. Support institutional changes at all levels that result in more expeditious, cost-effective project delivery and/or a more efficient, cohesive transportation system</p>	<p><b>Support</b> legislation to expand the use of Construction Manager/General Contractor (CM/GC), Design-Build, or alternative project delivery methods to Self-Help Counties or other local project sponsors of projects on the State highway system.</p> <p><b>Support</b> legislation to enact Public Private Partnership (P3) authority.</p> <p><b>Support</b> continued NEPA delegation for the State and potential expansion to regional and local agencies.</p>
	<p>B. Seek alternative delivery methods for use in implementing ferry service within the county.</p>	<p><b>Support</b> legislation that would authorize the utilization of public private partnerships and modern project delivery tools such as Design-Build authority to ensure the timely and cost effective implementation of new and emerging ferry service in Contra Costa County.</p>
<p>Regional Autonomy</p>	<p>A. Support efforts that respect, enhance or expand local decision- making authority and assures regional flexibility.</p>	<p><b>Monitor</b> legislative or administrative efforts that propose new programs or amend existing programs to ensure that local decision-making authority is maintained.</p>

## 2018 FEDERAL LEGISLATIVE ADVOCACY PLATFORM

Issue	Goal	Strategy
<b>Surface Transportation Reauthorization Preparation</b>	Lay the groundwork for advocacy on all of CCTA's priorities when the Fixing America's Surface Transportation (FAST) Act expires in 2020	Work with our partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to build on the structure and performance-based framework established by MAP-21 and the FAST Act.
<b>Potential Transportation Infrastructure Funding and Financing Proposal</b>	Maximize federal funding opportunities for CCTA in a potential infrastructure package that may emerge from the new Administration and continue support for legislation that provides alternative funding/financing opportunities	<ul style="list-style-type: none"> <li>• Work with our partner Bay Area transportation agencies, Caltrans and other statewide transportation organizations to ensure that any infrastructure proposal transmitted by the new Administration and then considered by Congress contains an appropriate blend of financing and funding opportunities, as well as programs for highways, transit, research &amp; development, and other eligibilities that are relevant to CCTA's interest and that CCTA is an eligible participant in such programs.</li> <li>• Continue support for legislation that seeks to provide alternative funding and financing for transportation and infrastructure projects.</li> </ul>
<b>Federal Appropriations</b>	Maximize federal transportation appropriations for FAST Act programs	<ul style="list-style-type: none"> <li>• Partner with local, regional and statewide transportation agencies as well as national associations to ensure that Congress appropriates funding in fiscal years 2018 and 2019 consistent with amounts authorized in the FAST Act.</li> <li>• Monitor and pre-position for federal competitive grant opportunities as discretionary grant programs are revised and redeveloped by the new Administration.</li> <li>• Advocate for the inclusion or development of programs or funding directives that support autonomous vehicle research, development, testing, and deployment.</li> <li>• Support continuation of the TIGER discretionary grant program with funding levels consistent with or above past funding levels.</li> <li>• Support the Moving FIRST Act (H.R. 3901), which would establish \$100 million in new grant funding for cities to invest in and use innovative technologies and solutions for the purpose of improving transportation and mobility.</li> <li>• Support inclusion of a new \$100 million federal program in the Transportation, Housing and</li> </ul>

		Urban Development (THUD) appropriations bill to advance driverless vehicle research.
<b>Preserve Local Sales Tax Dollars</b>	Preserve local sales tax dollars to fund local improvements.	<ul style="list-style-type: none"> <li>• Monitor legislative or administrative efforts that attempt to utilize local sales tax measures to fund programs not included in a voter-approved Transportation Expenditure Plan.</li> <li>• Monitor legislation related to the Federal Aviation Administration (FAA) and advocate in coordination with CCTA partner agencies and Self-Help County partners for relief from or repeal of the FAA local fuel tax rule.</li> </ul>
<b>Intelligent Transportation Systems Federal Match</b>	Increase Federal Share on Intelligent Transportation System projects	Increase the Federal share payment to 100 percent for any projects on the Interstate System, and 95 percent for any other project, whose primary objective is to deploy, operate or maintain intelligent transportation systems (ITS) and other advanced technologies that improve the safety and efficiency of the transportation system.
<b>Tax Reform</b>	Support tax policies that advance CCTA initiatives and support transportation	<ul style="list-style-type: none"> <li>• Support efforts to preserve the tax exemption on Municipal Bonds that serve as a financing mechanism for state and local infrastructure projects.</li> <li>• Work to ensure that parity between the pre-tax transportation benefit allowed for public transit and vanpooling and the pre-tax transportation benefit allowed for parking remains permanent.</li> <li>• Support efforts to preserve the ability of employers to deduct expenses related to providing the commuter benefit to employees.</li> <li>• Partner with local, regional and statewide transportation agencies as well as national associations to identify a new, permanent source of funding for the Highway Trust Fund while ensuring that the Mass Transit Account is preserved.</li> </ul>
<b>Connected and Autonomous Vehicle Policy and Funding</b>	Support policies and funding to advance Connected and Autonomous Vehicle technology	<ul style="list-style-type: none"> <li>• Support policies and funding to advance Connected and Autonomous Vehicle technology to enhance transportation safety, efficient mobility, a healthier environment, and economic growth and job creation.</li> <li>• Monitor grant opportunities from the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).</li> <li>• Continue to work with NHTSA to obtain the necessary approvals and support to continue moving forward with autonomous vehicle research and testing efforts.</li> </ul>
<b>Mobility Management and Coordination</b>	Support policies and programs that incorporate new technologies, practices, and providers in	<ul style="list-style-type: none"> <li>• Monitor funding opportunities for mobility management services, technologies, and R&amp;D.</li> <li>• Advocate for policies and opportunities that incorporate broader technologies, including charging, information sharing, and connectivity.</li> <li>• Explore and engage mobility coordination policies and funding streams that may be available</li> </ul>

	an effort to improve mobility	from other federal sources, including, but not limited to, the Department of Health and Human Services and the Veterans Administration.
<b>Regulatory Reform and Streamlining</b>	Seek opportunities to streamline the regulatory process as well as encourage the development of regulations that are appropriate and flexible	<ul style="list-style-type: none"> <li>• Monitor legislative changes to the Administrative Procedure Act and other laws governing the promulgation and enforcement of regulations.</li> <li>• Support proposals for appropriate changes to regulatory processes affecting project delivery in order to provide parity and reduce duplication.</li> <li>• Work with Bay Area partner agencies and other coalitions to support a NEPA delegation for local agencies and jurisdictions that would allow streamlining the NEPA/CEQA process and create one process based upon the California Environmental Quality Act (CEQA).</li> </ul>



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

**Meeting Date:** 09/10/2018

**Subject:** CONSIDER report: Local, Regional, State, and Federal Transportation 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

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#### **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

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#### 1. LOCAL

##### 1.1: Accessible Transportation Strategic Plan

**Background:** The Accessible Transportation Strategic (ATS) Plan was included as an action in the 2016 Measure X Transportation Expenditure Plan. After Measure X failed to pass, the ATS Plan was included in the Contra Costa Transportation Authority's (CCTA's) 2017 Countywide Transportation Plan. CCTA and County staff collaborated on a Caltrans Sustainable Transportation Planning Grant to develop the ATS Plan and the grant was awarded to CCTA in early in 2018. Both agencies are now working collaboratively on the ATS Plan. Grant match funding requirements are being met by CCTA (cash contribution) and County



(in-kind staff time).

**Status:** The Planning process is currently in an initiation phase which includes developing necessary agreements, contracts, and supporting documentation.

**Events: Past ~~~~~ Future**

• **June 20, 2018 ATS Plan Coordination Meeting - CCTA - BTCC, Contra Costa County-TWIC**

Don Tatzin, Bus Transit Coordinating Committee Ex-Officio CCTA Board Member

Candace Andersen, Board of Supervisors/TWIC Member

CCTA Staff: Peter Engel, Firdaus Jahan

County Staff: John Kopchik, Maureen Toms, John Cunningham

• **June 27, 2018 ATS Plan Presented to the CCTA Citizen's Advisory Committee**

Presentation attached.

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**September 5, 2018 Planning Committee Meeting - ATS Plan Presentation**

**September 19, 2018 CCTA Board Meeting - ATS Plan Presentation**

**Materials for Review/Comment**

**DRAFT ATS Plan Oversight Structure**

Staff has sought, received, and reflected input in the attached Oversight Structure from CCTA's Bus Transit Coordinating Committee, key stakeholders, and from the June 20th joint CCTA/Contra Costa County meeting mentioned above. The oversight structure is robust which staff believes is necessary to address 1) the diverse industries involved (public transit, public health/human service, etc), 2) number of potentially impacted agencies, and 3) the complex nature of the service relative to funding, governance, operations, and applicable statutes/codes, etc. The Oversight Structure is attached, for review and comment by the Committee.

**Potential 2019 Legislative Proposal** (See previous item on Agenda: County Sponsored Legislative Proposal, "Seniors/Persons with Disabilities Program")

In partial response to 1) supporting language in the County's State Legislative Platform (below) and, 2) initiation of the ATS Plan, County staff is working with CCTA staff and our mutual legislative advocate to develop draft legislation which would fund transportation projects and programs for seniors/persons with disabilities to potentially bring forward in 2019.

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

**1.2 Transportation Related Grants**

**Monthly Grant Table : See attached.**

**August 14, 2018 - Highway Safety Improvement Program Grant approved by the**

**Board of Supervisors:** This item is for information only, the timing of the grant did not accommodate circulation to TWIC for review.

**RECOMMENDATION:** DISCUSS any local issues of note, DIRECT staff and/or take other ACTION as appropriate.

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## 2. REGIONAL

### 2.1 MTC - Committee to House the Bay Area (CASA)

CASA is a Committee convened by the Metropolitan Transportation Commission to "*identify and act upon game-changing regional solutions to the Bay Area's chronic housing affordability challenges*". Staff is specifically bringing the following CASA proposal to the attention of TWIC: *Action #11.1 Reduce Impact Fees*. Please see attached for detailed information.

The CASA summary of the proposal is as follows, "*Draft and adopt State law to change the structure of impact fee impositions to make rules more uniform and transparent.*" with the "*Desired Effect*" of, "*Reduce fee cost and confusion that makes housing production more difficult and less feasible across the income spectrum.*"

**RECOMMENDATION:** DISCUSS the impact fee proposal and DIRECT staff as appropriate.

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## 3. STATE

### 3.1: Legislative Report

The August State legislative reports from the County's advocate, Mark Watts, is attached. Mr. Watts will be in attendance at the meeting.

### 3.2: Legislative Tracking Table

Attached is a listing of bills that are of potential interest to the Committee.

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

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## 4. FEDERAL

4.1 No written report in August.

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

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

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

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

There is no fiscal impact.

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## **Attachments**

ATS Plan Ppt.

ATS Plan DRAFT Oversight Structure

MTC - CASA - 11.1 Reduce Impact Fees

State Leg Report - TWIC - Mark Watts

TWIC Grant Table

TWIC-Leg Table

HSIP Grant Application



# Accessible Transportation Strategic (ATS) Plan

Origin, Purpose, Challenges, Solutions

**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: Definitions

The term ***Accessible Transportation*** includes the spectrum of services for seniors and persons with disabilities including:

- Americans with Disabilities Act (ADA) Paratransit
- Senior Transportation Programs
- Program Specific Transportation
- Other Support Services
- Different Administrative or Institutional Arrangements

# ATS Plan: Origin

- **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.

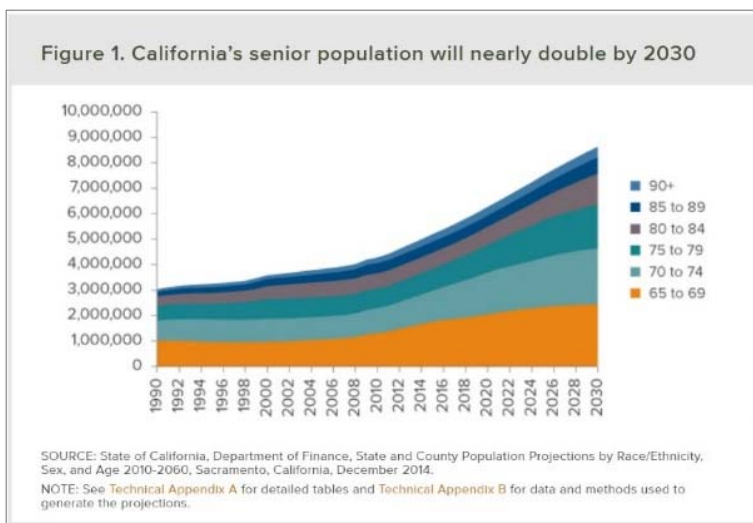
To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency, an Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. No funding under this category will be allocated until the 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 |

# ATS Plan: Why now?



# ATS Plan: What will it do?

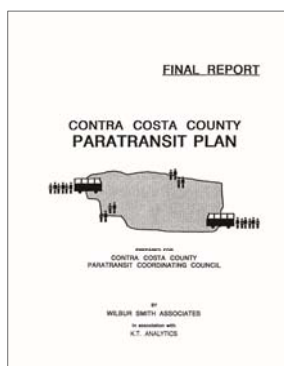
1. Review existing, individual operations.
2. Review the potential for a more coordinated, countywide program.
3. Develop and present a phased implementation plan.

# Challenges with Accessible Transportation are Commonplace.



## Contra Costa Paratransit Study History

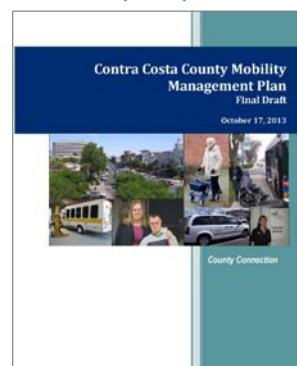
Contra Costa County  
Paratransit Plan (1990)



Contra Costa Paratransit  
Improvement Study (2004)



Contra Costa County  
Mobility Management Plan  
(2013)



## Barriers to Success

- Diffused Responsibility/Authority
- Funding

## ATS Plan Staff Recommendations

- Approval of the Scope-of-Work
- Authorization to release of a RFP (not-to-exceed \$340,000)
- Approval of the proposed ATS Plan Oversight Committee Structure
- The release of the attached draft MOU for review by agency partners.

## ATS Plan: Questions?

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Contra Costa Transportation Authority  
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CONTRA COSTA  
transportation  
authority



## Exhibit 1: Oversight Committee Structure

### Draft **Contra Costa Accessible Transportation Strategic Plan Oversight Structure**

The Contra Costa Transportation Authority (CCTA) is conducting the Accessible Transportation Strategic (ATS) Plan to ensure that transportation services to seniors and persons with disabilities are being delivered in a coordinated manner. The ATS Plan will be guided by three separate Advisory Committees with each having differing areas of focus, *Policy*, *Technical*, and *Rider*. Due to the complexity of the issue, the number and diversity of the stakeholders, and local multijurisdictional collaboration protocols, this oversight structure is correspondingly robust. Specific responsibilities of each Committee will be defined with the assistance of the consultant and study partners once the process is initiated. Committee meetings will be formally noticed and open to the public. Committee members will be encouraged to attend all the meetings to promote the sharing of ideas and concerns between the different Committees.

#### **Policy Advisory Committee<sup>1</sup>**

**Structure Notes:** Planning processes in Contra Costa are typically overseen by the Regional Transportation Planning Committees (RTPCs)<sup>2</sup>. This process deviates from that process with the transit operators given seats on the PAC (rather than RTPC representation). This is due to the significant role the transit operators play in this service area. RTPC input will be solicited through presentations at the subcommittees, discussion at the CCTA Board (which is comprised of RTPC representatives) and staff participation on the Technical Advisory Committee. City and other sub-regional operators will be asked to coordinate representation through the RTPCs.

**Role:** Study oversight, gathering information on the subject matter, liaison responsibilities to transit districts, RTPCs, full CCTA Board, and the Board of Supervisors.

#### **Estimated # of Meetings: *TBD***

|                                                              |                                                                         |
|--------------------------------------------------------------|-------------------------------------------------------------------------|
| 1. County Connection                                         | 2. Tri Delta Transit                                                    |
| 3. AC Transit & BART <sup>3</sup>                            | 4. WestCAT                                                              |
| 5. CCTA Member                                               | 6. Contra Costa Board of Supervisors                                    |
| 7. Subject Matter Expert/NGO/Advocate: Disabled <sup>4</sup> | 8. Alternate: Subject Matter Expert/NGO/Advocate: Disabled <sup>4</sup> |
| 9. Subject Matter Expert/NGO/Advocate: Senior <sup>4</sup>   | 10. Alternate: Subject Matter Expert/NGO/Advocate: Senior <sup>4</sup>  |

#### **Technical Advisory Committee**

**Structure Notes:** Includes representation from transit districts, NGOs, etc. RTPC staff creates linkage w/sub areas. At the suggestion of Caltrans, the Metropolitan Transportation Commission and County Emergency Operations have been included in addition to being a best practice.

<sup>1</sup> Individuals can only be members of a single committee, there will be no duplication in membership for the PAC, TAC, and RAC.

<sup>2</sup> CCTA is advised by three separate RTPC subcommittees representing different regions of the County. The RTPCs consist of SWAT (Southwest), TRANSPAC (Central), TRANSPLAN (East), and WCCTAC (West).

<sup>3</sup> BART and AC Transit ADA paratransit obligations are both fulfilled by East Bay Paratransit.

<sup>4</sup> Membership in this seat is not strictly dependent on geography or affiliation with a local agency or organization. A recruitment and/or nomination process is being developed. Ultimately, CCTA will consider the nominations and make the appointments. Initial thoughts in terms of skill set and background include individuals from the private sector, academia, or advocacy/non-profit community with expertise or familiarity with the topic and can participate and contribute with an open mind and no explicit agenda or bias.

**Role:** Provide subject matter expertise and public policy implications on service concepts under study and recommendations (“reality check”). Initial task of reviewing the scope of work and oversight structure.

**Estimated # of Meetings:** *TBD*

|                                                             |                                                                 |
|-------------------------------------------------------------|-----------------------------------------------------------------|
| 1. AC Transit/BART/East Bay Paratransit <sup>5</sup>        | 2. Tri Delta Transit <sup>5</sup>                               |
| 3. County Connection <sup>5</sup>                           | 4. WestCAT <sup>5</sup>                                         |
| 5. Contra Costa Transportation Authority                    | 6. Contra Costa County Planning                                 |
| 7. Contra Costa Employment and Human Services               | 8. Contra Costa County Health Services/Contra Costa Health Plan |
| 9. NGO/Advocate: Disabled                                   | 10. NGO/Advocate: Senior                                        |
| 11. SWAT Staff/designee <sup>5</sup>                        | 12. TRANSPLAN Staff/designee <sup>5</sup>                       |
| 13. WCCTAC Staff/designee <sup>5</sup>                      | 14. TRANSPAC Staff/designee <sup>5</sup>                        |
| 15. Veterans Transportation                                 | 16. MTC Staff Liaison                                           |
| 17. <i>County Emergency Operations (on an ad hoc basis)</i> | 18. NGO/Advocate: Senior or Disabled                            |

**Rider Advisory Committee\***

**Structure Notes:** NGO/Advocates will be requested to appoint riders that use transportation service for a variety of ride purposes (medical, shopping/retail, recreation, etc.). Appointments should also represent the different subareas of the County (west, east, central, south). City provider representation will be coordinated through RTPC members.

**Role:** Provide rider based input on concepts being studied and eventual recommendations.

**Estimated # of Meetings:** *TBD*

|                                                |                                                 |
|------------------------------------------------|-------------------------------------------------|
| 1. WCCTAC Appointment                          | 2. TRANSPAC Appointment                         |
| 3. SWAT Seat Appointment                       | 4. TRANSPLAN Appointment                        |
| 5. PCC Appointment Seat 1                      | 6. PCC Appointment Seat 2                       |
| 7. Senior Seat 1 (NGO Appointed/Recommended)   | 8. Senior Seat 2 (NGO Appointed/Recommended)    |
| 9. Disabled Seat 1 (NGO Appointed/Recommended) | 10. Disabled Seat 2 (NGO Appointed/Recommended) |

**ATS Plan Staffing:** Scope and diversity of issues suggests the need for multiple staff. The County also has unique obligations re: public health, Older Americans Act, Contra Costa Health Plan, etc.

**Role:** Study staff will 1) manage the process once the Committees have approved the protocol, 2) fulfill TAC role, 3) Liaison with CCTA Board/Board of Supervisors

|                                          |                        |
|------------------------------------------|------------------------|
| 1. Contra Costa Transportation Authority | 2. Contra Costa County |
|------------------------------------------|------------------------|

**Study Contacts:**

|                                                                                                                                                      |                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Peter Engel<br>Director of Programs<br>Contra Costa Transportation Authority<br>925-256-4741<br><a href="mailto:pengel@ccta.net">pengel@ccta.net</a> | John Cunningham<br>Principal Planner<br>Contra Costa County<br>925-674-7833<br><a href="mailto:john.cunningham@dcd.cccounty.us">john.cunningham@dcd.cccounty.us</a> |
|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|

<sup>5</sup> Either the public transit agency members or RTPC staff/designees may coordinate amongst themselves to identify a single representative to attend meetings on behalf of two or more entities.

| <b>PRODUCTION</b><br><b>Action #11.1 Reduce Impact Fees</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |   |   |   |   |   |   |            |   |   |   |   |   |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|------------|---|---|---|---|---|
| <b>Key Element of CASA Compact</b>                          | #11 Lower net cost of new construction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |   |   |   |   |   |   |            |   |   |   |   |   |
| <b>Summary of Proposed Action</b>                           | Draft and adopt State law to change the structure of impact fee impositions to make rules more uniform and transparent.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |   |   |   |   |   |   |            |   |   |   |   |   |
| <b>Desired Effect</b>                                       | <p>Reduce fee cost and confusion that makes housing production more difficult and less feasible across the income spectrum.</p> <p>Increased production at any level requires that fees be established early in the process. Additionally, fees should be capped, as they are becoming prohibitive for deed restricted affordable projects to pay for (requiring public subsidy to pay the fees) and are making it cost-prohibitive for missing middle* and market rate housing to be created at all.</p> <p><i>*Note: “Missing Middle” denotes the range of multi-unit or clustered housing types compatible in scale to single-family homes, but generally lower in density than larger multi-family apartments in the urban core. These can include duplexes, fourplexes, bungalow courts, etc. with density to support transit and access to local amenities.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |   |   |   |   |   |   |            |   |   |   |   |   |
| <b>Detailed Description of Action</b>                       | <p>Such a law could include the following components:</p> <ol style="list-style-type: none"> <li>a) <b>Lock all rules and fees at development application completeness and adopt all fees and rules up front:</b> This can help prevent inconsistent and confusing case-by-case imposition of changing standards (exactions, community benefits, codes, etc.) throughout the development process.</li> <li>b) <b>Change method of calculating impact fees:</b> A change in fee calculation from the current “nexus” method to a “shared equity method”. The former determines the maximum fee that can be legally levied on new development, whereas the latter takes into account housing need in the area, possibly leading to fee reductions             <ul style="list-style-type: none"> <li>• <b>or- Cap all impact fees:</b> Fees could be capped at a reasonable level comparable to other states (\$30k/door all impact areas)</li> </ul> </li> <li>c) <b>Change method of imposing fees from per unit to per sqft,</b> thus reducing fees on smaller homes</li> <li>d) <b>No impact fees on small missing middle products or deed restricted affordable units up to 150% AMI</b> whether under density bonus or inclusionary housing rules</li> <li>e) <b>Lower voter threshold for infrastructure/housing bonds</b> so agencies can replace impact fees for capital projects with shared finance</li> </ol> |   |   |   |   |   |   |            |   |   |   |   |   |
| <b>Technical Committee Vote</b>                             | <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="background-color: #008000; color: white;">1</th> <th style="background-color: #90EE90;">2</th> <th style="background-color: #FFFF00;">3</th> <th style="background-color: #FFA500;">4</th> <th style="background-color: #FF0000; color: white;">5</th> </tr> </thead> <tbody> <tr> <td># of Votes</td> <td style="text-align: center;">4</td> <td style="text-align: center;">9</td> <td style="text-align: center;">2</td> <td style="text-align: center;">7</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |   | 1 | 2 | 3 | 4 | 5 | # of Votes | 4 | 9 | 2 | 7 | 2 |
|                                                             | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 2 | 3 | 4 | 5 |   |   |            |   |   |   |   |   |
| # of Votes                                                  | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 9 | 2 | 7 | 2 |   |   |            |   |   |   |   |   |
| <b>Resources Needed</b>                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |   |   |   |   |   |   |            |   |   |   |   |   |

|                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Scale of Impact</b><br/><i>(as measured by Plan Bay Area goal alignment)</i></p>                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Vehicle(s) for Implementation</b></p>                                                                                   | <p><b>Primary:</b></p> <ul style="list-style-type: none"> <li>• Regional legislation introduced by a Bay Area legislator.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Key Questions and Points of Concern?</b></p> <p><i>What are the major sticking points and areas of negotiation?</i></p> | <ol style="list-style-type: none"> <li>1. <b>Public Agency Funding</b> – Public agencies rely on impact fees to fund essential capital projects and programs. How will these needs be met if impact fees are reduced? One proposal is to lower bond threshold for parks and infrastructure to create more readily available funding sources. Another idea calls for redistributing the local share of property taxes based on achievement of housing production goals.</li> <li>2. <b>Upfront Community Benefit Programs &amp; Housing Codes</b> – Is it feasible for local agencies to set clear and fixed community benefits programs and housing codes at the plan level, or early in the application process if at the project level?</li> </ol> |

# Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

## MEMORANDUM

TO: Contra Costa County Board of Supervisors  
Transportation, Water, and Infrastructure Committee  
c/o: John Cunningham

FROM: Mark Watts

DATE: August 31, 2018

SUBJECT: September Sacramento Report

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### Legislative Calendar

This week marks the last days of the 2017-18 Legislative Session which concludes at midnight tonight to be followed by the scheduled start of the Interim Recess. Although there are a number of significant issues under consideration by the Legislature, including requiring all electric generation in the state to be from renewable sources by 2045, eliminating money bail in criminal cases, and relief for utilities (especially PG&E) from the financial consequences of wildfires, no major transportation legislation of the same magnitude is pending.

The next major Legislative Calendar item occurs on September 30, 2018, which is the last day for the Governor to act upon bills in his possession. Following the November elections, the Legislature convenes on December 3, 2018, to organize and affirm each House's leadership for the start of the 2019-20 Legislative Session; they reconvene shortly following January 1.

### Legislation

Several bills were specifically discussed in reports during the course of the year. This item provides a short synopsis and status update for these bills:

#### AB 2923 (Chiu)

STATUS: Approved on August 28; pending Governor's review.

This bill requires, until January 1, 2029, cities and counties to adopt zoning standards from the BART transit-oriented development (TOD) guidelines and establishes a streamlined approval process for projects on BART-owned land.

The author introduced the measure to assist BART in meeting TOD objectives which he asserts will expedite the production of mixed-use development adjacent to transit. TOD projects will in turn increase transit ridership, reduce congestion and greenhouse gas outputs, and sustainably accommodate new growth.

#### SB 827 (Wiener)

STATUS: Failed Passage in Senate Governance & Finance Committee, April 18, 2018.

This bill would have required a local jurisdiction to provide eligible applicants with a transit-rich housing bonus when requested by a developer.

#### SB 828 (Wiener)

STATUS: Approved on August 30; pending Governor's review.

This bill makes a number of changes to the regional housing needs allocation (RHNA) process.

### Iron Horse Trail

Subsequent to an in-depth consultation with Legislative Counsel, a request to prepare suitable legislative relief was submitted and is in preparation.

| 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                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------|------------------------|------------------------------------------------------------------------------|----------------------|---------------------|-------------------------------------------------------------|------------------------------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                      |                        | FY 2019-20 Transportation Planning Grants (i.e., Sustainable Communities, Strategic Partnerships, and Adaptation Planning) | <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>                                                                                                                                                                                                 | Caltrans                                 |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                   | TBD                                                                                                       | TBD                | September 2018         | November 2, 2018 (Tentative)                                                 |                      |                     | October 9, 2018 (9AM-4PM), Caltrans District 4 Office       | Annual                                         |        |                                                                                                                                                                                                                                                                                                                                                                                               |
| DCD - Sustainability Health Services | Jody London ???        | Resilient Communities                                                                                                      | <a href="https://www.pge.com/en_US/residential/in-your-community/local-environment/resilient-communities/resilient-communities-grant-program.page">https://www.pge.com/en_US/residential/in-your-community/local-environment/resilient-communities/resilient-communities-grant-program.page</a> | 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                                         |        |                                                                                                                                                                                                                                                                                                                                                                                               |
|                                      |                        | BUILD (Formerly TIGER)                                                                                                     | <a href="https://www.transportation.gov/BUILDgrants">https://www.transportation.gov/BUILDgrants</a>                                                                                                                                                                                             | 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                            |                      |                     |                                                             |                                                |        |                                                                                                                                                                                                                                                                                                                                                                                               |
| DCD - Sustainability                 | Jody London            | 2018 Climate Protection Grant Program                                                                                      | <a href="http://www.baaqmd.gov">www.baaqmd.gov</a>                                                                                                                                                                                                                                              | Bay Area Air Quality Management District | 1. Reducing greenhouse gases from existing buildings<br>2. Innovative strategies<br>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. |                      |                     |                                                             | One-off                                        |        |                                                                                                                                                                                                                                                                                                                                                                                               |
| DCD-Sustainability                   | Jody London            | Climate Protection Grant Program                                                                                           | formal solicitation not posted yet                                                                                                                                                                                                                                                              | Bay Area Air Quality Management District | Projects in two program areas:<br>1) Reducing GHGs from existing buildings<br>2) Fostering innovative strategies (in multiple sectors)                                                                                                                                                                                                                                          | Several ideas being considered                                                                    | \$100,000 - \$300,000                                                                                     |                    | March 2018 (Tentative) | April 30, 2018 (Tentative)                                                   |                      | May 2018            |                                                             | Yes.                                           |        | County (DCD) will be lead for Cleaner Contra Costa, a two-year pilot for innovative community outreach strategies that will encourage County residents to use the Community Climate Solutions "Go CO2 Free" (CCS) online platform for climate action engagement. County will partner with cities of San Pablo, Antioch, and Walnut, as well as Sustainable Contra Costa and 511 Contra Costa. |
| ???                                  | ???                    | California River Parkways Grant                                                                                            | <a href="http://resources.ca.gov/grants/wp-content/uploads/2018/07/River-Parkways-Guidelines-FINAL-PDF.pdf">http://resources.ca.gov/grants/wp-content/uploads/2018/07/River-Parkways-Guidelines-FINAL-PDF.pdf</a>                                                                               | CA Natural Resources Agency              | Concept proposals for projects that involve natural creeks, streams and/or rivers, even if they flow only during the rainy season, or channelized or culverted creeks, streams and/or rivers. Projects must support at least two of the following: recreation, habitat, flood management, conversion to river parkways, conservation and interpretative enhancement.            |                                                                                                   | No minimum or maximum                                                                                     |                    | July 27, 2018          | Applications accepted August 15 - September 27                               |                      |                     | August 14 in Sacramento or via webcast. August 16 in Azusa. | Unknown                                        |        |                                                                                                                                                                                                                                                                                                                                                                                               |
| ???                                  | ???                    | Environmental Enhancement and Mitigation (EEM) Grant Program                                                               | <a href="http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/">http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/</a>                                                                                                                         | 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  |                      |                     |                                                             |                                                |        |                                                                                                                                                                                                                                                                                                                                                                                               |

| 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 |
|-------------------------------|------------------------|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------------------------|----------|
| Transit Operators             | DCD??                  | Existing Shuttle/Feeder Bus and Regional Ridesharing Services | <a href="http://www.baaqmd.gov/grant-funding/public-agencies/shuttles-and-rideshare">http://www.baaqmd.gov/grant-funding/public-agencies/shuttles-and-rideshare</a>                                                    | Bay Area Air Quality Management District | This competitive program offers Transportation Fund for Clean Air (TFCA) funding for public agencies to support the continued operation of two types of trip-reduction services: Shuttle/Feeder Bus Services:<br>Costs directly related to the operation of existing routes that link commuters to mass transit in areas that are under-served and lack other comparable service.Regional Ridesharing Services:<br>Costs directly related to the operation and promotion of existing carpool and vanpool programs, and operation of other existing rideshares. Projects must be comprised of riders from at least five counties within the Air District's jurisdiction, with no one county accounting for more than 80 percent of all riders. |                                                                                                                                                                                                                                                                                                                                                                        | Minimum \$10,000. Maximum 90% of total eligible costs, not to exceed \$1.5 million            | Applicants must be able to provide match funding to cover all costs prior to reimbursement, all costs that will not be reimbursed by Program funding, and a minimum of 10% of Eligible Costs. | August 1, 2018   | September 17, 2018 |                      |                                                                                                                                                                                                           | August 14, August 27. Both webinars                                                                                                                                        |                                                |                                                                                                       |          |
| PWD-Transportation            | Jeff Valeros           | Highway Safety Improvement Program (HSIP) Cycle 9             | <a href="http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm">http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm</a>                                                                              | 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                                                                                                                                  |                                                |                                                                                                       |          |
|                               |                        | 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.<br><br>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<br><br>Due by 5:00 p. m., May 18, 2018 to <a href="mailto:climateWCB@wildlife.ca.gov">climateWCB@wildlife.ca.gov</a> |                                                |                                                                                                       |          |
| PWD-Transportation            | Jeff Valeros           | ATP Cycle 4                                                   | <a href="http://www.catc.ca.gov/programs/atp">http://www.catc.ca.gov/programs/atp</a><br><a href="http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html">http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html</a> | 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).<br>2) Plans- The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.<br>3) Non-infrastructure (NI) Projects- Education, encouragement, and enforcement activities that further the goals of the ATP.                                                                                                                                                                                                                                                             | 1. Treat Boulevard Bicycle and Pedestrian Improvements Project<br>2. Appian Way Complete Street – Roundabout at Valley View Road Project<br>3. Market Avenue Complete Street Project<br>4. San Miguel Drive Complete Street Project<br>5. San Pablo Avenue Complete Street/Bay Trail Gap Closure Project<br>6. Bailey Road Bicycle and Pedestrian Improvements Project | TBD                                                                                           | Matching funds are not required, but encouraged.<br><br>Large MPOs may elect to require a funding match for projects selected through their competitive process.                              | May 16, 2018     | July 31, 2018      | 7/24/18              | Monday, May 21, 2018 Time: 9:30 a.m -12:30 p.m.<br><br>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                                                                                                                                                                     |                                                | CTC approval of project list to occur in 1/2019. Recommended projects presented to TWIC on 6/27/2018. |          |
|                               |                        | Climate Ready Grant                                           | <a href="http://scc.ca.gov/climate-change/climate-ready-program">http://scc.ca.gov/climate-change/climate-ready-program</a>                                                                                            | 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                                                                                                                                     |                                                |                                                                                                       |          |
|                               |                        | Urban Greening Program                                        | <a href="http://resources.ca.gov/grants/urban-greening/">http://resources.ca.gov/grants/urban-greening/</a>                                                                                                            | 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<br><br>Oakland- February 27, 2018, 10 am – 1 pm                                                                                | 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-Transportation                   |                                | Lifeline Transportation Program Cycle 5                                                                         | <a href="https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/tran-sit-21st-century/lifeline-transportation">https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/tran-sit-21st-century/lifeline-transportation</a> | 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     |                                                                           |                                               |                                          |                                                |        |                                                                                                                                                                                                                                                                                                         |
| DCD-Transportation                   |                                | 2018 Bicycle Facilities Grant Program                                                                           | <a href="http://www.baaqmd.gov/grant-funding/public-agencies/bikeways-roads-lanes-paths">http://www.baaqmd.gov/grant-funding/public-agencies/bikeways-roads-lanes-paths</a>                                                                                   | Bay Area Air Quality Management District                                   | a. Construction of one or more segments of new Class-I, II, III, or IV bikeways;<br>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<br>•February 20, 10 AM |                                                |        |                                                                                                                                                                                                                                                                                                         |
| DCD - Sustainability Health Services | Demian Hardman<br>Michael Kent | Civic Spark                                                                                                     | <a href="http://civicspark.lgc.org/">http://civicspark.lgc.org/</a>                                                                                                                                                                                           | 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                                         |        |                                                                                                                                                                                                                                                                                                         |
| DCD-Transportation                   | Jamar Stamps,<br>DCD           | Transportation Planning Grants (i.e., Sustainable Communities, Strategic Partnerships, and Adaptation Planning) | <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>                                                                                                                                                               | 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.<br><br>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<br><br>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%<br><br>Strategic Partnerships Sub-program- 20% | January 2018      | 2/23/2018         |                                                                           |                                               | 1/18/2018                                | Annual                                         | No     |                                                                                                                                                                                                                                                                                                         |
| DCD-Sustainability                   | Jody London                    | Electric Vehicle (EV) Ready Communities Challenge Phase I – Blueprint Plan Development                          | <a href="http://www.energy.ca.gov/contracts/GF-O-17-604/">http://www.energy.ca.gov/contracts/GF-O-17-604/</a>                                                                                                                                                 | 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                                        | Yes.   | California Energy Commission notified Contra Costa Transportation Authority on June 1 that it will receive a \$200,000 grant for to develop an electric vehicle readiness blueprint. CCTA expects to enter into contract in August or September 2018. County (DCD) will be part of implementation team. |
|                                      |                                | Proposition 1 Grant Program - Round 2                                                                           |                                                                                                                                                                                                                                                               | Ocean Protection Council-part of The California Natural Resources Agency   | Projects benefiting California's ocean and coast<br><br>Proposed projects must have a minimum budget of \$250,000, except those in the Small Grants category which require a budget of \$50,000.<br><br>For more information visit <a href="http://www.opc.ca.gov/2015/05/prop1/">http://www.opc.ca.gov/2015/05/prop1/</a>                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                   |                                                                                                                                                         |                   | February 23, 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  |                                                                           |                                               |                                          |                                                |        |                                                                                                                                                                                                                                                                                                         |



| 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                                   |
|-------------------------------|------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------|-------------------------------------------------------------------------|------------------|----------------------|---------------------|----------------------------|------------------------------------------------|--------|--------------------------------------------|
|                               |                        | Hazard Mitigation Grant Program           | <a href="https://www.fema.gov/media-library/assets/documents/103279">https://www.fema.gov/media-library/assets/documents/103279</a>                                                 | Governor's Office of Emergency Services (Cal OES)                 |                                                                                                                                                                                    |                                                                                                                                                                                                                                                            |                  |                    |                                                                         | January 30, 2018 |                      |                     |                            |                                                |        |                                            |
|                               |                        | 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  |                      |                     |                            |                                                |        |                                            |
| DCD-Sustainability            | ??                     | Regional Conservation Partnership Program | <a href="https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/farmland/restore/">https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/farmland/restore/</a> | 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<br>Full proposal (Invited): August 31 2017 |                  | ??                   |                     | Feb. 22, March 22, April 5 |                                                |        | Helps fund easements and restoration costs |
| DCD-Sustainability            |                        | Resilient By Design                       | <a href="http://www.resilientbayarea.org/">http://www.resilientbayarea.org/</a>                                                                                                     | Rockefeller Foundation, Bay Area Regional Collaborative           | There will be one project/county. Details forthcoming.                                                                                                                             |                                                                                                                                                                                                                                                            |                  |                    |                                                                         |                  |                      |                     |                            |                                                |        | Just being launched.                       |
| DCD-Sustainability            |                        | Measure AA Projects                       | <a href="http://sfbayrestore.org/sf-bay-restoration-authority-grants.php">http://sfbayrestore.org/sf-bay-restoration-authority-grants.php</a>                                       | Bay Restoration Authority                                         |                                                                                                                                                                                    |                                                                                                                                                                                                                                                            | To be announced  |                    | Q3 2017                                                                 |                  | ???                  |                     |                            |                                                |        |                                            |
| PWD-Transportation            | Mary Halle             | One Bay Area Grant (OBAG)                 |                                                                                                                                                                                     | Metropolitan Transportation Commission (MTC) (federal CMAQ funds) | OBAG2-One Bay Area Grant cycle 2<br>CMAQ-congestion Mitigation and Air Quality<br>LSRP-Local Streets and Road Preservation<br>SR2S-Safe Routes to School<br>FAS-Federal Aid Safety | From Uninc. County:<br>Bailey Road Complete Streets Project (competitive)<br>Kirker Pass Road Open Grade Overlay Project (FAS)<br>Contra Costa County Local Streets and Roads Presevation Project (LSRP)<br>West Contra Costa Walk and Bike Leaders (SR2S) |                  |                    |                                                                         | December 9, 2016 |                      |                     |                            |                                                |        |                                            |

| 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                      | Robert Sarmiento                        | <b>FY 2016 – FY 2019 EDA Planning Program and Local Technical Assistance Program</b> | <a href="https://www.grants.gov/web/grants/view-opportunity.html?oppId=280447">https://www.grants.gov/web/grants/view-opportunity.html?oppId=280447</a> | 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.<br>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                                     | Yes                                                                                                                                           | EDA approved grant |
| DCD-Transportation                      | John Cunningham, DCD CCTA Staff         | <b>Transportation Planning/ Sustainable Communities</b>                              | <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>                                                         | Caltrans                                                          | Studies, plans or planning methods that advance a community's effort to reduce single occupancy vehicle trips and transportation related GHG through strategies including, but not limited to, advancing mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use. | Accessible Transportation Strategic Plan                         | \$50,000 to \$1,000,000                                                                                                                                                                  | 11.47%                                                              | 9/14/2017                                                                            | 10/20/2017     | 10/9/2017                                                                                                                | 10/17/2017          | 9/28/2017                                                          |                                                | No                                            | Will resubmit for the Transportation Planning Grants (i.e., Sustainable Communities, Strategic Partnerships, and Adaptation Planning) Program |                    |
| PWD-Transportation                      | Michelle Cordis, PW                     | <b>2017 Bicycle Facilities Grant Program</b>                                         |                                                                                                                                                         | Bay Area Air Quality Management District                          | Construction of new bicycle facilities, including bikeways and secure parking.                                                                                                                                                                                                                                                                                | Blackhawk Road                                                   | \$10,000-\$1.5 million                                                                                                                                                                   |                                                                     |                                                                                      | June 26, 2017  |                                                                                                                          |                     |                                                                    |                                                |                                               |                                                                                                                                               |                    |
| DCD-Sustainability                      | Jody London, DCD                        | <b>Coastal Resilience Grants</b>                                                     | <a href="https://coast.noaa.gov/resilience-grant/">https://coast.noaa.gov/resilience-grant/</a>                                                         | National Oceanic and Atmospheric Admin.                           | Climate Services Technical Team organized by regional agencies to facilitate coordination of local jurisdictions on climate adaptation                                                                                                                                                                                                                        |                                                                  | \$100,000 - \$2,000,000                                                                                                                                                                  |                                                                     | March 15, 2017                                                                       |                | CCC will participate with regional agencies                                                                              |                     |                                                                    |                                                | No.                                           |                                                                                                                                               |                    |
| DCD-Sustainability & DCD-Transportation | Carlos Velasquez, PWD Jamar Stamps, DCD | <b>Charge!</b>                                                                       | <a href="http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge">http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge</a>         | Bay Area Air Quality Management District                          | Plug-in electric vehicle infrastructure.                                                                                                                                                                                                                                                                                                                      |                                                                  | \$500,000                                                                                                                                                                                | 25%                                                                 | First come, first served once you've attended pre-bid workshop. Closing date July 28 | March 9, 2018  | Electric Vehicle charging stations for County fleet use and public use.                                                  |                     | Must participate in pre-bid webinar Feb. 27, March 15, or March 28 |                                                | Did not apply; still implementing 2016 award. |                                                                                                                                               |                    |
| DCD-Sustainability                      |                                         | <b>Car Sharing and Mobility Options Pilot Project</b>                                | <a href="https://www.arb.ca.gov/msprog/aqip/solicitations.htm">https://www.arb.ca.gov/msprog/aqip/solicitations.htm</a>                                 | CA Air Resources Board                                            | Car sharing, ride sharing, carpooling/vanpooling, electric bikes, and related in disadvantaged communities                                                                                                                                                                                                                                                    |                                                                  | Varies from \$750,000 to \$4.5 million depending on project; total amount available is \$8 million                                                                                       |                                                                     | April 4, 2017                                                                        | May 22, 2017   | Housing in Rodeo, Bay Point Employee carpool ???                                                                         |                     | April 11, 2017 May 2, 2017                                         |                                                |                                               |                                                                                                                                               |                    |
| DCD-Sustainability                      |                                         | <b>Agrucultural Conservation and Easement</b>                                        |                                                                                                                                                         | Sustainable Agricultural Lands Conservation Program (SALC)        | Projects that protect lands under threat of conversion via permanent agricultural conservation easements (ACE)                                                                                                                                                                                                                                                |                                                                  |                                                                                                                                                                                          |                                                                     |                                                                                      | August 1, 2017 |                                                                                                                          |                     | Pre-bid June 1, 2017                                               |                                                |                                               |                                                                                                                                               |                    |
| DCD-Sustainability                      |                                         | <b>Agricultural Land Strategy and Outcome</b>                                        |                                                                                                                                                         | SALC Program                                                      | Projects that reduce or avoid greenhouse gas emissions through long-term protection of agricultural lands under threat of conversion by promoting growth within discrete boundaries                                                                                                                                                                           |                                                                  |                                                                                                                                                                                          |                                                                     |                                                                                      | August 1, 2017 |                                                                                                                          |                     | Pre-bid June 1, 2017                                               |                                                |                                               |                                                                                                                                               |                    |
|                                         |                                         | <b>Food Waste Prevention and Rescue Grant</b>                                        |                                                                                                                                                         | CalRecycle                                                        | The purpose is to lower overall greenhouse gas emissions by establishing new or expanding existing food waste prevention projects (source reduction or food rescue for people) in California to reduce amount of food being disposed in landfills.                                                                                                            |                                                                  |                                                                                                                                                                                          |                                                                     |                                                                                      |                | Application materials for FY 16-17 will tentatively be available late May 2017.                                          |                     |                                                                    |                                                |                                               |                                                                                                                                               |                    |
|                                         |                                         | <b>Hazard Mitigation Grant Program</b>                                               |                                                                                                                                                         | Cal OES (Office of Emergency Services)                            | Well-developed, shovel-ready projects that implement a standalone, long-term risk reduction solution to a flood or erosion problem in impacted/declared counties.                                                                                                                                                                                             |                                                                  | Up to \$3M Federal Share                                                                                                                                                                 | 25% Match                                                           |                                                                                      | June 15, 2017  |                                                                                                                          |                     |                                                                    |                                                |                                               |                                                                                                                                               |                    |
|                                         |                                         | <b>Financing Assistance for Lower-Income Consumers</b>                               |                                                                                                                                                         | California Air Resources Board-Mobile Source Control Division     | Project types can be found here: <a href="https://www.arb.ca.gov/msprog/aqip/solicitations/FY1617_finance_solicitation.pdf">https://www.arb.ca.gov/msprog/aqip/solicitations/FY1617_finance_solicitation.pdf</a>                                                                                                                                              |                                                                  | Funding for Statewide projects up to \$5 million, for local projects up to \$1 million                                                                                                   |                                                                     |                                                                                      | June 14, 2017  |                                                                                                                          |                     |                                                                    |                                                |                                               |                                                                                                                                               |                    |

| 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 |
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|                               |                        | <b>Museum Grant Program- Round 2</b>                                                               |         | California Cultural and Historical Endowment      | This program is a competitive grant program to support small capital asset projects in museums. For purposes of this program "capital asset" means tangible physical property with an expected useful life of 15 years or more. A capital asset project may be either a development project or an acquisition project.                                                                                                                                                                                                                                  |                                                        | -\$1.5 million                                                                               |                    |               | August 15, 2017                                                                                                                                          |                      |                     | Potential applicants may complete a short concept summary (no more than one page) and email to mgpcoordinator@resources.ca.gov any time before July 26, 2017 |                                                |        |          |
|                               |                        | <b>Resilient By Design/Bay Area Challenge</b>                                                      |         | Rockefeller Foundation Grant Administered by ABAG | Collaborative community-based research process to identify and suggest local sites that are vulnerable to the threats of climate change and where action and investment could enhance community resilience.                                                                                                                                                                                                                                                                                                                                             |                                                        | \$100,000 for research phase; \$150,000 for design phase                                     |                    |               | July 14, 2017 (call for site ideas)                                                                                                                      |                      |                     |                                                                                                                                                              |                                                |        |          |
|                               |                        | <b>FY 2017 Economic Development Assistance Programs (EDAP)</b>                                     |         | Economic Development Administration (EDA)         | EDA solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions. Supports development in economically distressed areas of the U.S by fostering job creation and attracting private investment.                                                                                                                                                                                                                                         |                                                        | Between \$100,000 to \$3,000,000                                                             |                    | June 19, 2017 | No submission deadlines under this opportunity. Proposals and applications will be accepted on an ongoing basis until the publication of a new EDAP NOFA |                      |                     |                                                                                                                                                              |                                                |        |          |
|                               |                        | <b>2017 Pre-Disaster Mitigation (PDM) and the Flood Mitigation Assistance (FMA) Grant Programs</b> |         | Governor's Office of Emergency Services (Cal OES) | These programs provide funding for the development of local hazard mitigation plans (LHMPs) and implementation of hazard mitigation projects. The NOFO and specific Cal OES information concerning the funding opportunities and NOI and application process may be accessed on the Cal OES Pre-Disaster and Flood Mitigation Division webpage at <a href="http://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation/pre-disaster-flood-mitigation">http://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation/pre-disaster-flood-mitigation</a> . |                                                        | \$90,000,000 nationwide for the PDM Program and \$160,000,000 nationwide for the FMA Program |                    |               | The Notice of Interest (NOI) for both programs must be submitted to Cal OES by August 4, 2017                                                            |                      |                     |                                                                                                                                                              |                                                |        |          |
|                               |                        | <b>Emerging Clean Energy Technologies</b>                                                          |         | CA Energy Commission                              | Develop and scale up tools and resources to increase customer procurement of distributed energy resources. 4 categories of projects will be funded.                                                                                                                                                                                                                                                                                                                                                                                                     |                                                        |                                                                                              |                    |               | October 20, 2017                                                                                                                                         |                      |                     | August 10, 2017                                                                                                                                              |                                                |        |          |
|                               |                        | <b>Infill Infrastructure Grant Program</b>                                                         |         | Department of Housing and Community Development   | To be eligible for funding, a Capital Improvement Project must be an integral part of, or necessary for the development of either a Qualifying Infill Project or the housing designated in the application for a Qualifying Infill Area. The Qualifying Infill Project must meet other criteria as specified in the program guidelines.                                                                                                                                                                                                                 |                                                        | Varies                                                                                       |                    |               | January 16, 2018                                                                                                                                         |                      |                     |                                                                                                                                                              |                                                |        |          |
|                               |                        | <b>Environmental Protection Agency</b>                                                             |         | Local Foods, Local Places                         | Organizations proposing to work in a neighborhood, town, or city of any size in the US that is economically challenged and in the early phases of their efforts to promote local food and community revitalization                                                                                                                                                                                                                                                                                                                                      |                                                        |                                                                                              |                    |               | October 25, 2017 by 11:59pm                                                                                                                              |                      |                     | October 13, 2017 at 1:00pm                                                                                                                                   |                                                |        |          |
|                               |                        | <b>Environmental Protection Agency</b>                                                             |         | Healthy Places, Healthy People                    | Organizations seeing to revitalize your downtown through health-related initiatives and take advantage of health care facilities in your community.                                                                                                                                                                                                                                                                                                                                                                                                     |                                                        |                                                                                              |                    |               | October 25, 2017 by 11:59pm                                                                                                                              |                      |                     | October 13, 2017 at 1:00pm                                                                                                                                   |                                                |        |          |

| Department/<br>Division/<br>Section | County Lead<br>Staff/Dept | Grant Name                                     | Website | Sponsoring<br>Entity(s)                                                    | Eligible Project Types                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | CC County Submitted/<br>Potential Projects/<br>Plans/Studies | Min/Max \$ Award | Matching %/<br>Amount | Posting Date | Due Date          | Approval Date<br>(TWIC) | Approval Date<br>(BOS) | Pre-Bid<br>Workshop Date<br>(s) | Grant Cycle<br>(Annual, Repeat,<br>One-off,<br>Unknown) | Award? | Comments |
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|                                     | John Cunningham           | <b>Environmental<br/>Protection<br/>Agency</b> |         | Brownfields<br>Assessment,<br>Revolving Loan<br>Fund and<br>Cleanup Grants | Assessment Grants fund projects for development inventories of brownfields, prioritizing sites, conducting community involvement activities, conducting site assessments, and developing cleanup plans and reuse plans related to brownfield sites. Revolving Loan Fund (RLF) Grants provide funding to a grant recipient to capitalize an RLF program. RLF programs provide loans and subgrants to eligible entities to carry out cleanup activities at brownfield sites contaminated with hazardous substances and/or petroleum. Cleanup Grants provide funding to carry out cleanup activities on brownfield sites owned by the applicant | Northern Waterfront                                          | \$50 million     |                       |              | November 16, 2017 |                         |                        |                                 |                                                         |        |          |

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

| Bill ID       | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Latest Action                                                                                                            |
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| 1. CA AB 1395 | <b>DOT: Litter Cleanup and Abatement: Report</b><br>Requires the Department of Transportation, within its maintenance programs relating to litter cleanup and abatement, to prioritize its litter cleanup and abatement efforts on certain key indicators.<br><b>Private File:</b> TWIC-TransLeg<br><b>CSAC:</b> Watch<br><b>LCC:</b> Oppose                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>08/16/2018<br/>In SENATE Committee on APPROPRIATIONS: Held in committee.</li></ul> |
| 2. CA AB 1745 | <b>Vehicles: Clean Cars 2040 Act</b><br>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.<br><b>Private File:</b> TWIC-TransLeg<br><b>CSAC:</b> Pending, Watch<br><b>LCC:</b> Watch                                                                                 | <ul style="list-style-type: none"><li>01/16/2018<br/>To ASSEMBLY Committee on TRANSPORTATION.</li></ul>                  |
| 3. CA AB 1756 | <b>Transportation Funding</b><br>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.<br><b>Private File:</b> TWIC-TransLeg<br><b>CSAC:</b> Pending<br><b>LCC:</b> Watch                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"><li>01/16/2018<br/>To ASSEMBLY Committee on TRANSPORTATION.</li></ul>                  |
| 4. CA AB 1759 | <b>Public Trust Lands: City Of Sacramento</b><br>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.<br><b>Private File:</b> TWIC-TransLeg<br><b>CSAC:</b> Pending<br><b>LCC:</b> Watch                                                                                                                                  | <ul style="list-style-type: none"><li>08/20/2018<br/>*****To GOVERNOR.</li></ul>                                         |
| 5. CA AB 1901 | <b>California Environmental Quality Act: Roadway Projects</b><br>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.<br><b>Private File:</b> TWIC-TransLeg<br><b>CSAC:</b> Pending, Support<br><b>LCC:</b> Watch | <ul style="list-style-type: none"><li>06/20/2018<br/>In SENATE Committee on ENVIRONMENTAL QUALITY: Not heard.</li></ul>  |
| 6. CA AB 1905 | <b>Environmental Quality: Judicial Review: Transportation</b><br>Prohibits a court, in an action or proceeding seeking judicial review under the State Environmental Quality Act, from staying or enjoining a transportation                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>04/16/2018<br/>In ASSEMBLY Committee on NATURAL</li></ul>                          |

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.

**Private File:** TWIC-TransLeg

**CSAC:** Pending, Watch

**LCC:** Watch

RESOURCES: Heard, remains in Committee.

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| 7. CA AB 2061 | <p><b>Near Zero Emission and Zero Emission Vehicles</b><br/>Authorizes a near zero emission vehicle or a zero emission vehicle to exceed the weight limits on the power unit. Increases the weight limit for a near zero emission or zero emission vehicle. Prohibits a weighmaster from certifying the gross weight of a vehicle if the scale is located at the site where the vehicle is loaded, the vehicle is weighed before entering a highway, and the vehicle's gross weight exceeds a certain weight, with an exception.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>ABAG:</b> Support<br/><b>CSAC:</b> Concerns<br/><b>LCC:</b> Concerns</p> | <ul style="list-style-type: none"><li>08/28/2018<br/>*****To GOVERNOR.</li></ul> |
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| 8. CA AB 2206 | <p><b>Vehicles: Registration Information</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p> | <ul style="list-style-type: none"><li>04/03/2018<br/>From ASSEMBLY Committee on TRANSPORTATION with author's amendments.</li><li>04/03/2018<br/>In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</li></ul> |
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| 9. CA AB 2272 | <p><b>State Highways: Relinquishment</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>LCC:</b> Watch</p> | <ul style="list-style-type: none"><li>08/27/2018<br/>*****To GOVERNOR.</li></ul> |
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| 10. CA AB 2307 | <p><b>High Speed Rail Authority: Senate Confirmation</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p> | <ul style="list-style-type: none"><li>06/01/2018<br/>Vetoed by GOVERNOR.</li></ul> |
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| 11. CA AB 2363 | <p><b>Zero Traffic Fatalities Task Force</b><br/>Requires the Secretary of Transportation to establish and convene the Zero Traffic Fatalities Task before a specified date. Requires the Task Force to develop a structured, coordinated process for 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</p> | <ul style="list-style-type: none"><li>08/24/2018<br/>*****To GOVERNOR.</li></ul> |
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limits and a recommendation as to whether an alternative method should be considered.

**Private File:** TWIC-TransLeg

**CSAC:** Watch

**LCC:** Support

| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Latest Action                                                                                                                                                                                                                |
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| 12. CA AB 2418 | <p><b>Transportation: Emerging Technologies: Grant Program</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Support</p> | <ul style="list-style-type: none"><li>05/25/2018<br/>In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.</li></ul>                                                                                                   |
| 13. CA AB 2712 | <p><b>Bonds: Safe, Reliable High Speed Passenger Train</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                                                                                                            | <ul style="list-style-type: none"><li>04/16/2018<br/>In ASSEMBLY Committee on TRANSPORTATION: Failed passage.</li><li>04/16/2018<br/>In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.</li></ul>             |
| 14. CA AB 2730 | <p><b>Franchise Tax Board: Collection Of Delinquent Amounts</b><br/>Removes the Franchise Tax Board's responsibility and authority to collect unpaid tolls, toll evasion penalties, and any related administrative or service fees.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"><li>06/27/2018<br/>In SENATE Committee on GOVERNANCE AND FINANCE: Failed passage.</li><li>06/27/2018<br/>In SENATE Committee on GOVERNANCE AND FINANCE: Reconsideration granted.</li></ul> |
| 15. CA AB 2734 | <p><b>California Transportation Commission</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"><li>08/20/2018<br/>*****To GOVERNOR.</li></ul>                                                                                                                                             |
| 16. CA AB 2851 | <p><b>Lead Exposure: Abatement</b><br/>Specifically provides that the presence of lead based paint on or in private or public residential properties or structures, whether considered individually, collectively, or in the aggregate, is not a public nuisance. Establishes the Childhood Lead Poisoning Prevention Abatement Fund to fund the abatement of</p>                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"><li>08/28/2018<br/>In SENATE. Senate Rule 29.3(b) suspended.</li><li>08/28/2018<br/>to SENATE Committee on</li></ul>                                                                       |

lead paint in this state. Imposes a fee on each architectural coating distributor for deposit into the Fund.

**Private File:** TWIC-TransLeg

**CSAC:** Watch

**LCC:** Watch

RULES.

- 08/28/2018  
From SENATE Committee on RULES with author's amendments.
- 08/28/2018  
In SENATE. Read second time and amended. Re-referred to Committee on RULES.

| Bill ID | Summary & Client Information | Latest Action |
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| 17. CA AB 2877 | <p><b>Vehicular Air Pollution: Nonemergency Medical Transport</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Pending<br/><b>LCC:</b> Watch</p> | <ul style="list-style-type: none"><li>▪ 05/25/2018<br/>In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.</li></ul> |
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| Bill ID | Summary & Client Information | Latest Action |
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| 18. CA AB 2919 | <p><b>Transportation: Permits</b><br/>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.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Support<br/><b>LCC:</b> Watch</p> | <ul style="list-style-type: none"><li>▪ 04/16/2018<br/>From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.</li></ul> |
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| 19. CA AB 2923 | <p><b>San Francisco Bay Area Rapid Transit District</b><br/>Requires the District's Board to adopt by ordinance new transit oriented development zoning standards for each station that establishes minimum local zoning requirements for height, density, parking, and floor area ratio only, that apply to an eligible TOD project. Requires the TOD zoning standards to become the local zoning for any BART owned land within a certain distance of any existing or planned BART station entrance within the District in areas represented.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>ABAG:</b> SupportAndSeekAmendm<br/><b>CSAC:</b> Oppose<br/><b>LCC:</b> Oppose<br/><b>MTC:</b> OpposeUnlessAmended</p> | <ul style="list-style-type: none"><li>▪ 08/29/2018<br/>Enrolled.</li></ul> |
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| 20. CA AB 2989 | <p><b>Motorized Scooter: Use Of Helmet: Maximum Speed</b><br/>Permits a local authority to authorize the operation of a motorized scooter on a highway with a speed limit of up to a specified speed and would additionally allow for operation of a motorized scooter on a highway with a higher speed limit if the motorized scooter is operated within a Class IV bikeway. Specifies that the existing maximum speed limit applies regardless of a higher speed limit applicable to the highway. Requires an operator to wear a helmet only if they are under a specified age.</p> <p><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Pending<br/><b>LCC:</b> Watch</p> | <ul style="list-style-type: none"><li>▪ 08/31/2018<br/>Enrolled.</li></ul> |
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| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Latest Action                                                                                                                                                                                                                               |
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| 21. CA AB 3246 | <p><b>Transportation Omnibus Bill</b><br/>Requires the Controller to inform the Department of Motor Vehicles on or before a specified date that a county's authority to collect the fee imposed on motor vehicles is suspended. Deletes the provision which requires the Division of Aeronautics to coordinate and disseminate specified information to pilots to increase awareness of wire hazards and to communicate techniques for identifying and avoiding wires. Provides for the Active Transportation Program.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                       | <ul style="list-style-type: none"> <li>▪ 08/24/2018<br/>Signed by GOVERNOR.</li> <li>▪ 08/24/2018<br/>Chaptered by Secretary of State.<br/>Chapter No. 2018-198</li> </ul> <p><b>Effective Date:</b><br/>01/01/2019 [code impact]</p>       |
| 22. CA SB 578  | <p><b>Highways: Safety Enhancement-Double Fine Zone</b><br/>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.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ 02/01/2018<br/>In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</li> </ul>                                                                                                    |
| 23. CA SB 760  | <p><b>State Highways: Permits: Improvements</b><br/>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.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>▪ 06/25/2018<br/>In ASSEMBLY Committee on TRANSPORTATION: Not heard.</li> </ul>                                                                                                                      |
| 24. CA SB 775  | <p><b>Global Warming: Market-Based Compliance Mechanisms</b><br/>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.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Pending<br/><b>LCC:</b> Watch</p>                                                                               | <ul style="list-style-type: none"> <li>▪ 02/01/2018<br/>In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</li> </ul>                                                                                                    |
| 25. CA SB 827  | <p><b>Planning and Zoning: Transit Rich Housing Bonus</b><br/>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.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Oppose<br/><b>LCC:</b> Oppose</p> | <ul style="list-style-type: none"> <li>▪ 04/17/2018<br/>In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage.</li> <li>▪ 04/17/2018<br/>In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.</li> </ul> |
| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Latest Action                                                                                                                                                                                                                               |

| 26. CA SB 1262 | <p><b>Construction Manager/General Contractor Project Method</b><br/>Removes the cap on the number of projects for which the Department of Transportation is authorized to use the Construction Manager/General Contractor method. Requires certain reporting on the effectiveness of the CM/GM project delivery method relative to project cost and time savings. Imposes the requirement to use Department employees or consultants to perform project design and engineering services on a certain fraction of the projects delivered by the Department.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                             | <ul style="list-style-type: none"> <li>▪ 08/30/2018<br/>Enrolled.</li> <li>▪ 08/30/2018<br/>*****To GOVERNOR.</li> </ul>                                                                                                            |
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| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Latest Action                                                                                                                                                                                                                       |
| 27. CA SB 1328 | <p><b>Mileage-Based Road Usage Fee</b><br/>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.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                                              | <ul style="list-style-type: none"> <li>▪ 08/29/2018<br/>In SENATE. SENATE concurred in ASSEMBLY amendments. To enrollment.</li> </ul>                                                                                               |
| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Latest Action                                                                                                                                                                                                                       |
| 28. CA SB 1376 | <p><b>Transportation Network Companies: Accessibility</b><br/>Requires the Public Utilities Commission as part of its regulation of transportation network companies (TNCs), to establish a program in a new or existing proceeding relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>LCC:</b> Watch</p>                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>▪ 08/30/2018<br/>In SENATE. SENATE concurred in ASSEMBLY amendments. To enrollment.</li> </ul>                                                                                               |
| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Latest Action                                                                                                                                                                                                                       |
| 29. CA SB 1384 | <p><b>Repatriation Infrastructure Fund</b><br/>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.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>CSAC:</b> Watch<br/><b>LCC:</b> Watch</p>                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>▪ 04/25/2018<br/>In SENATE Committee on GOVERNANCE AND FINANCE: Failed passage.</li> <li>▪ 04/25/2018<br/>In SENATE Committee on GOVERNANCE AND FINANCE: Reconsideration granted.</li> </ul> |
| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Latest Action                                                                                                                                                                                                                       |
| 30. CA SB 1427 | <p><b>Discrimination: Veteran or Military Status</b><br/>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. Codifies additional changes.<br/><b>Private File:</b> TWIC-TransLeg<br/><b>BAAQMD:</b> Support<br/><b>LCC:</b> Watch<br/><b>MTC:</b> Sponsor</p> | <ul style="list-style-type: none"> <li>▪ 08/28/2018<br/>*****To GOVERNOR.</li> </ul>                                                                                                                                                |
| Bill ID        | Summary & Client Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Latest Action                                                                                                                                                                                                                       |

31. CA SCA 6

**Local Transportation Measure: Special Taxes: Voter**

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.

**Private File:** TWIC-TransLeg

**CSAC:** Support

**LCC:** Watch

**MTC:** Support

- 05/25/2017  
In SENATE Committee on  
APPROPRIATIONS: Held in committee.



Contra  
Costa  
County

To: Board of Supervisors  
From: Brian M. Balbas, Public Works Director/Chief Engineer  
Date: August 14, 2018

Subject: Submission of grant applications to Caltrans, Countywide.

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**RECOMMENDATION(S):**

APPROVE the submission of grant applications to the State of California, Department of Transportation (Caltrans) under the Highway Safety Improvement Program (HSIP), as recommended by the Public Works Director, Countywide.

**FISCAL IMPACT:**

If approved, grants would generate funding from the State - Department of Transportation.

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APPROVE

OTHER

RECOMMENDATION OF CNTY  
ADMINISTRATOR

RECOMMENDATION OF BOARD  
COMMITTEE

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Action of Board On: **08/14/2018**  APPROVED AS RECOMMENDED  OTHER

Clerks Notes:

**VOTE OF SUPERVISORS**

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

ATTESTED: August 14, 2018

Contact: Mary Halle,  
925.313.2327

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

By: , Deputy

## BACKGROUND:

The Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) at Caltrans manages California's local agencies' share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

The Public Works Department has historically submitted grant applications for the HSIP. This is the 9<sup>th</sup> cycle of the HSIP. The County has experienced significant success in receiving funding through this program. The Public Works Department is currently working with a consultant team to prepare a Vision Zero Safety Program for the County. Submittal of project candidates for funding will assist the County in achieving the goals that will be identified for the Vision Zero Safety Program.

This is the third time that agencies are asked to submit projects under specific categories. The application categories include:

- Common Benefit Cost Ratio Application
- Set-aside for High Friction Surface Treatment
- Set-aside for Guardrail Upgrades
- Set-aside for Horizontal Curve Signing
- Set-aside for pedestrian Crossing Enhancements
- Set-aside for Tribes

## PROJECT RECOMMENDATIONS

The data base of collisions throughout unincorporated Contra Costa was used to generate a list of the locations with the highest rate of incidents. Staff found that many of the most frequent collision locations coincide with recently completed capital improvement projects or sites currently in design. This is a positive indication that the past HSIP funds have been programmed to the locations with the highest need.

After a review of the last 5 years of collision data, staff has developed a recommended list of candidate projects to compete for HSIP funding. The descriptions below provide the relative frequency of collisions that have occurred at these locations. The proposed candidate projects and the corresponding submittal category are indicated below:

### **Common Benefit Cost Ratio Category**

Projects in this category are rated solely upon the benefit to cost ratio. The State has pre-determined a percentage of future collisions that can be avoided on average by a specific countermeasure. The selected countermeasure and crash reduction factor provides the calculation for potential benefit for a proposed project. The project cost is estimated and

then a ratio is calculated of the potential benefit to estimated cost. A project must meet a minimum benefit to cost ratio of 3.5 to be eligible for consideration.

#### Appian Way Complete Street – Roundabout at Valley View

The project is located along Appian Way between Valley View and San Pablo Dam Road in the El Sobrante area. The application will include improvements intended to calm traffic, improve safety at pedestrian crossings, and provide pedestrian and bicycle improvements to meet current standards. The intersections at San Pablo Dam Road and Valley View ranked the 12<sup>th</sup> and 36<sup>th</sup> highest for collision incident locations in the County. The project limits will be adjusted depending on the project size that can be supported based upon the calculated benefit.

#### Bailey Road Bicycle and Pedestrian Improvement Project

The project is located along Bailey Road between Canal Road and Willow Pass Road in the Bay Point area. The application will include pedestrian crossing improvements to improve pedestrian safety and visibility and potential median improvements to discourage mid-block crossings. The project will also include narrowing of travel lanes to calm traffic, striping of buffered bike lanes, and installation of a buffer between pedestrians and the traveled way. The intersections at Canal Road and Willow Pass Road ranked the 1<sup>st</sup> and 9<sup>th</sup> highest incident locations.

#### Deer Valley Road Safety Enhancement Project

The project is located on Deer Valley Road between the City of Antioch and Marsh Creek Road. Countermeasures will be proposed to reduce run off the road injury collisions. The likely countermeasure will be installation of rumble strips although further study of options will be conducted prior to application submittal. This road segment is ranked 41<sup>st</sup> for locations with high collision incidents.

#### **Set-Aside for High Friction Surface Treatment**

##### Norris Canyon Road Safety Enhancement Project

The proposed project is located on Norris Canyon Road between Ashbourne Drive and the Alameda County limits in the San Ramon area. The project will consist of a high friction surface treatment and installation of guardrail to reduce run off the road collisions. This location ranked 25<sup>th</sup> on the list for collision incidents.

#### **Set-Aside for Guardrail Upgrades**

Guardrail Upgrades Countywide – Guardrail standards have been modified in recent years to raise the standard height to better coincide with the average height of modern vehicles and to design end treatments that absorb energy and retract upon impact. The County was awarded grant funds in Cycle 8 to upgrade guardrails. If awarded funding through Cycle 9, the County would be able to continue guardrail upgrades to bring this element of our road network up to current standard across all the primary routes through the unincorporated area.

#### Conceptual Design Underway

The recommended projects are based upon the locations with the highest rate of injury

collisions. While staff is preparing these applications, they will consider all the available tools or countermeasures available to reduce future collisions and prepare the corresponding cost estimate for those countermeasures. If during preparation of the grant applications, a project does not meet this minimum benefit cost ratio of 3.5:1, it will not be submitted.

CONSEQUENCE OF NEGATIVE ACTION:

If staff is not authorized to submit applications, grant funding will not be available, which will delay the design and construction of these projects.



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

**Meeting Date:** 09/10/2018  
**Subject:** REPORTS on TWIC Referrals  
**Submitted For:** TRANSPORTATION, WATER & INFRASTRUCTURE  
COMMITTEE,  
**Department:** Conservation & Development  
**Referral No.:** 1-23  
**Referral Name:** All TWIC referrals.  
**Presenter:** John Cunningham, DCD                      **Contact:** John Cunningham  
(925)674-7833

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#### **Referral History:**

TWIC Referral Reports are provided on an as needed basis.

#### **Referral Update:**

The East Contra Costa Habitat Conservancy recently released their 2017 "Year in Review".

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

RECEIVE report(s) on TWIC referrals and DIRECT staff as appropriate.

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

None.

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#### **Attachments**

E. Contra Costa Habitat Conservancy "Year in Review"

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# 2017 Year in Review

## East Contra Costa County Habitat Conservation Plan/ Natural Community Conservation Plan

### The East Contra Costa County Habitat Conservation Plan/ Natural Community Conservation Plan

The East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan (the "ECCC HCP/NCCP") gives local jurisdictions control over endangered species permitting.

Under the ECCC HCP/NCCP, project proponents pay a fee or provide their own conservation, conduct limited avoidance measures and receive species permits from their local land use agency. Mitigation fees and grants fund Preserve System acquisitions, management, and restoration.

The East Contra Costa County Habitat Conservancy (the "Conservancy") implements and ensures compliance with the Plan and oversees assembly and operation of the ECCC HCP/NCCP Preserve System.

### Conservancy Board Members

Joel Bryant  
City of Brentwood

Diane Burgis  
Contra Costa County

Salvatore Evola  
City of Pittsburg

Keith Haydon  
City of Clayton

Randy Pope  
City of Oakley



LAND ACQUISITION



HABITAT RESTORATION



PROJECT PERMITTING



PARTNERSHIPS

The East Contra Costa County Habitat Conservancy celebrated 10 years of implementation of the East Contra Costa County HCP/NCCP. In 2017, streamlined permitting through the ECCC HCP/NCCP provided permit coverage for 17 economic development, infrastructure, and habitat restoration projects. The Conservancy, together with its funding and acquisition partners, acquired four properties totaling 599.2 acres of biologically-rich habitat for the ECCC HCP/NCCP's growing Preserve System. The Conservancy continues to keep conservation ahead of permitted impacts. In 2017, one new restoration project was constructed - the Ang Riparian Restoration Project.



East Contra Costa County  
Habitat Conservancy

# Project Permitting

The ECCC HCP/NCCP gives local cities and agencies control over state and federal endangered species permitting in their jurisdiction. In 2017, 17 projects received take coverage under the Plan, including 9 urban development projects, 6 rural operations and maintenance projects, and 2 Preserve System activities. These projects total approximately 95.3 acres of permanent impacts and 32.1 acres of temporary impacts on terrestrial land cover types; 1.17 acres of permanent impacts and 3.94 acres of temporary impacts on aquatic habitats; and 60 linear feet of temporary impacts on streams.

The ECCC HCP/NCCP was designed to enable permit streamlining to extend beyond endangered species regulations and include regional permitting under state and federal laws for impacts on jurisdictional wetlands and waters. On May 4, 2012, the U.S. Army Corps of Engineers issued Regional General Permit 1 (RGP) aligned with the ECCC HCP/NCCP. This Permit was reissued on April 12, 2017 and has a five-year duration. The RGP streamlines wetland permitting in the entire Plan Area by aligning the avoidance, minimization, and mitigation measures in the Plan with the Corps' wetland permitting requirements. To date, 16 covered projects and 2 Conservancy restoration projects have benefitted from coordinated permitting under the RGP.

## Permitting Program Highlights:

- **Morgan Territory Slide Repair Project:** The Contra Costa County Public Works Department implemented the Morgan Territory Slide Repair Project. During the 2016/2017 winter season, heavy rains caused a section of hills to slide, rendering a portion of Morgan Territory Road unsafe for public use. The project included the installation of a tieback and soldier pile wall to stabilize the hillside above the road and a stitch pile wall on the downhill side to stabilize the road. Once the walls were in place, the roadway was excavated, compacted, and reconstructed. During the construction phase of the slide repair, local traffic was diverted via a temporary bypass road allowing local residents and business owners access to their homes and businesses during road construction.
- **PG&E Walnut Crossover Rebuild Project:** Pacific Gas and Electric Company increased the operational reliability of gas transmission pipelines 131 and 114, and increased the reliability and flexibility of the Bay Area Loop of gas pipelines, by rebuilding the existing undersized Walnut Crossover station near Los Vaqueros Reservoir in the southeastern corner of the Permit Area. The project included the excavation and modification of the existing facilities at the Walnut Crossover station and construction of new above-ground facilities that replaced the existing undersized facilities.

## ACTIVITIES BY THE NUMBERS

### Projects Permitted

In 2017: 17  
Cumulative: 143

### Fees Received

In 2017: \$2,017,170  
Cumulative: \$15,896,331

### Acres Perm. Impacted

In 2017: 96.4  
Cumulative: 627.6

### Restoration Projects Constructed

In 2017: 1  
Cumulative: 10

### Acres Acquired

In 2017: 599.2  
Cumulative: 13,137.4

### Grant Funds Received

In 2017: \$4,881,931  
Cumulative: \$60,518,100

## Partnerships

The Conservancy continues to work closely with the East Bay Regional Park District (EBRPD) and Save Mount Diablo on land acquisition opportunities, management of Preserve System lands, and habitat restoration projects. The EBRPD has been the Conservancy's primary partner in Preserve System acquisitions in the Plan implementation. These acquisitions total 599.2 acres of newly protected land in 2017.

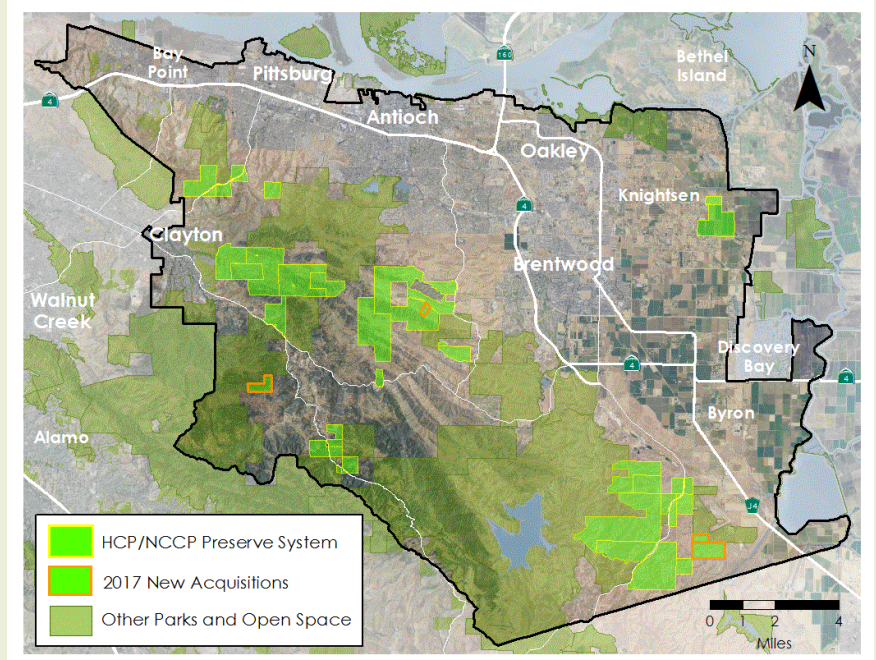
The Conservancy's other partners include State and Federal regulatory and funding agencies, as well as members of the development community, conservation advocates, agricultural representatives and members of the public. The Conservancy will continue to build on these partnerships and expand on collaborative conservation projects and efforts in the HCP/NCCP Plan Area.

# Land Acquisition

The Conservancy funds land acquisition from willing sellers to assemble the Preserve System. The Conservancy has made significant progress toward acquisition goals during the first ten years of Plan implementation. In 2017, four properties were acquired, adding 599.2 acres of land to the Preserve System. All but one acquisition to date, totaling 13,137 acres, have been completed in partnership with EBRPD, where EBRPD owns and manages those Preserve System lands. The Viera North Peak property, acquired in 2017 from Save Mount Diablo, is owned by the Conservancy with the anticipation of transferring the property to California State Parks. The Conservancy continues to stay ahead of the average pace necessary to assemble the 30,300-acre Preserve System estimated to be required by Year 30 of the Plan (2037).

Highlights of achievements:

- Over 1/3 of the Preserve System has been assembled by year 10 of Plan implementation.
- The Viera North Peak property was the first acquisition project in acquisition Subzone 4a, and resulted in preservation of 101 acres of chaparral with approximately 95% of the property modeled as Alameda whipsnake suitable core habitat.
- The acquisitions of the Campos and Casey properties in 2017 added an additional 377 acres of grassland to the Byron Hills area.
- Acquisition of the Roddy Home Ranch property eliminated an inholding within the larger Roddy Ranch property.



# Habitat Restoration and Creation

The Plan requires stream, wetland and pond restoration and creation to compensate for impacts to these habitat types. The Conservancy has aggressively pursued wetland and pond restoration requirements. To date, ten restoration projects have been constructed. These restoration projects provide a range of benefits to covered species.



Ang Riparian Restoration Project (Photo credit: Save Mt. Diablo)

Conservancy projects are monitored and managed to ensure that they achieve habitat goals. This intensive monitoring and management continues for a minimum of five years. Close monitoring of restoration sites has informed management actions including: reseeding areas, adjusting grazing patterns, and aggressively combating invasive weeds.

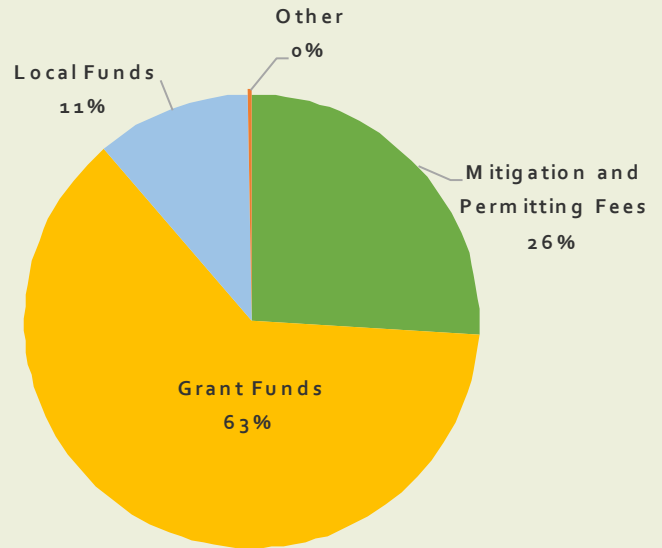
One new restoration project was constructed in 2017. The Ang Riparian Restoration Project. The objective of this project, located on the 462-acre Ang property, is similar to that of the Irish Canyon Riparian Restoration Project: improve riparian woodland habitat for wildlife by filling in gaps in existing vegetation along the banks of Irish Canyon Creek. The restoration plan called for a mix of valley oak, buckeye, and willow across five Riparian Planting Areas totaling 192 individuals.

# Funding

The Conservancy receives revenue from the following primary sources: mitigation and permitting fees (development, wetland, and temporary impact fees, administrative/staff time fees, and contributions to recovery payments) and grants. These sources fund Preserve System acquisitions, management, monitoring, and restoration projects.

## Conservancy Revenue in 2017

|                                             | <u>Amount</u>      |
|---------------------------------------------|--------------------|
| Mitigation and Permitting Fees <sup>1</sup> | \$2,022,170        |
| Grant Funds <sup>2</sup>                    | \$4,881,931        |
| Local Funds <sup>3</sup>                    | \$848,188          |
| Other <sup>4</sup>                          | <u>\$24,572</u>    |
| <b>Total</b>                                | <b>\$7,776,861</b> |



<sup>1</sup> Development fees, wetland fees, temporary impact fees, administrative/staff time fees, and contributions to recovery.

<sup>2</sup> These are grants various State and Federal Agencies including CDFW, USFWS, and WCB. The amount shown are grant funds spent/used, not grants awarded.

<sup>3</sup> Local funding includes contributions by the East Bay Regional Park District of its own funds or grant funds for joint acquisitions and preserve management.

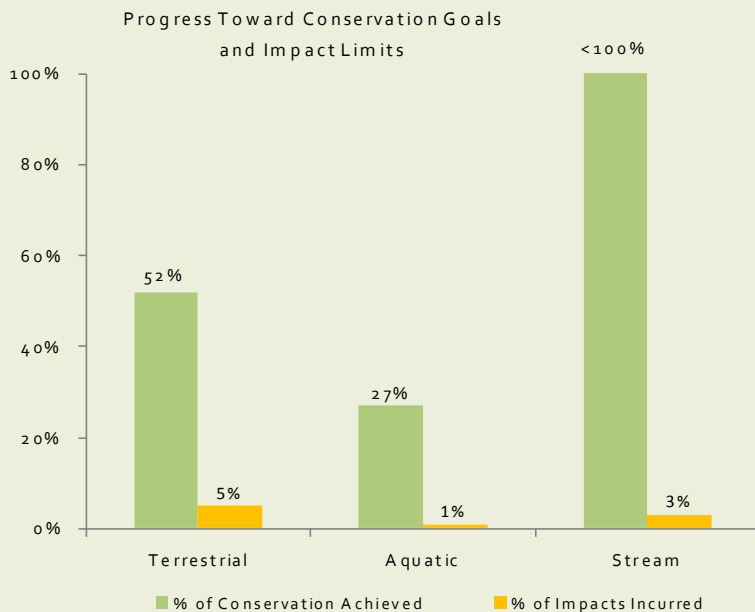
<sup>4</sup> Other includes interest and miscellaneous.

# Staying Ahead

For streamlined permitting to continue under the HCP/NCCP, conservation must stay ahead of impacts. The HCP/NCCP specifies detailed metrics that the Conservancy uses to track progress of Plan implementation.

The summarized data displayed (left) illustrates that all categories of conservation are ahead of the impacts to these habitat types.

A more detailed accounting of conservation, restoration, creation, and impacts is provided in the 2017 Annual Report.



### PARTNERS IMPLEMENTING THE HCP/NCCP

- City of Brentwood
- City of Clayton
- City of Oakley
- City of Pittsburg
- Contra Costa County Flood Control and Water Conservation District
- East Bay Regional Park District
- East Contra Costa County Habitat Conservancy
- California Department of Fish and Wildlife
- U.S. Fish and Wildlife Service

### PUBLIC ADVISORY COMMITTEE

- Agricultural-Natural Resources Trust
- Building Industry Association of the Bay Area
- Central Valley Farmland Trust
- California Native Plant Society
- Contra Costa County Farm Bureau
- Discovery Builders Inc.
- East Bay Leadership Council
- Friends of Marsh Creek Watershed
- Rural/suburban residents

### ADDITIONAL INFORMATION

More information about the East Contra Costa County Habitat Conservancy can be found online at [www.cocohcp.org](http://www.cocohcp.org).

The HCP/NCCP Overview booklet and the 2017 Annual Report can be both downloaded from the website. To reach the Conservancy, please contact [maureen.parkes@dcd.cccounty.us](mailto:maureen.parkes@dcd.cccounty.us) or 925-674-7203.



# Contra Costa County Board of Supervisors

## Subcommittee Report

### TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

**Meeting Date:** 09/10/2018

**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

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#### **Referral History:**

Items of Interest is a standing item on the TWIC agenda.

#### **Referral Update:**

##### **Communication Received:**

07-18-18 RTPC Memo - Items of Interest for circulation to the Regional Transportation Planning Committee (RTPC's) from the Contra Costa Transportation Authority.

07-18-18 Email from Leland Frayseth re: Los Vaqueros expansion (copy to TWIC)

##### **News/Articles/Editorials/Etc:**

08-1-18 East Bay Times Roadshow: "New BART line to Antioch packing in riders"

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

RECEIVE information and DIRECT staff as appropriate.

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

N/A

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#### **Attachments**

**Leland Frayseth Email Re: Los Vaqueros**

**Roadshow: eBART Extension**

**07-18-18 RTPC Memo**

## John Cunningham

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**From:** Leland Frayseth <leland.frayseth@gmail.com>  
**Sent:** Wednesday, July 18, 2018 11:22 AM  
**To:** Jennifer Allen; Marguerite Patil; Jerry Brown; John Burgh; eavila@avilaassociates.com; rwoodley@usbr.gov; Rainger, Lisa; John Cunningham; Lia Bristol; Brown, Ryan-Thomas; Sponsler, Michael; Gerringe, Teresa  
**Subject:** Leland Frayseth's 18 July 2018 letter to the CWC on Los Vaqueros 275,000 acre-feet expansion is online

All,

Please read my 16th letter to the California Water Commission (CWC) on the proposed Los Vaqueros 275,000 acre-feet expansion and watch the video at the link embedded in the letter. [https://cwc.ca.gov/Documents/2018/Correspondence/071818\\_LelandFrayseth\\_LosVaqueros.pdf](https://cwc.ca.gov/Documents/2018/Correspondence/071818_LelandFrayseth_LosVaqueros.pdf)

Thank you,  
Leland Frayseth  
34 year CCWD customer and ratepayer

**From:** Leland Frayseth  
**To:** [Quintero, Armando@CWC](mailto:Quintero.Armando@CWC); [Baker, Carol@CWC](mailto:Baker.Carol@CWC); [Ball, Andrew@CWC](mailto:Ball.Andrew@CWC); [Byrne, Joseph@CWC](mailto:Byrne.Joseph@CWC); [Curtin, Daniel@CWC](mailto:Curtin.Daniel@CWC); [Del Bosque, Joe@CWC](mailto:DelBosque.Joe@CWC); [Keig, Catherine@CWC](mailto:Keig.Catherine@CWC); [Herrera, Maria@CWC](mailto:Herrera.Maria@CWC); [Yun, Joseph@DWR](mailto:Yun.Joseph@DWR); [California Water Commission](mailto:CaliforniaWaterCommission); [Shoemaker, Brianna@DWR](mailto:Shoemaker.Brianna@DWR); [Stout, Holly@DWR](mailto:Stout.Holly@DWR)  
**Subject:** Please vote "no" on CCWD's Los Vaqueros maximum conditional eligibility determination  
**Date:** Wednesday, July 18, 2018 8:49:16 AM

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

My name is Leland Frayseth I am a voter, taxpayer, property owner, 34 year Contra Costa Water District (CCWD) customer, ratepayer, payer of bond debt on the original and expanded Los Vaqueros reservoir and I am shown in the top box of this organization chart dated 6.12.18. <https://cold.govops.ca.gov/File/OrganizationalChart> This is my sixteenth letter to the California Water Commission. Please vote "no" on CCWD's Los Vaqueros maximum conditional eligibility determination and early funding request.

To this day the questions I raised at the Public Benefit Ratio (PBR) review meetings have not been addressed. California's public records and Brown act are intended to give the public, me, a seat at the table while the public's business is being discussed. The PBR review meetings with applicants were hurriedly thrust into the schedule after heavy lobbying by Association of California Water Agencies (ACWA) and water agencies' paid lobbyists because water districts were shocked at their low PBR scores. Please watch this video clip of my questions and Commissioner's comments. <https://youtu.be/bUwwZh6Vvas> Please vote "no" on CCWD's Los Vaqueros maximum conditional eligibility determination and early funding request.

Thank you,  
Leland Frayseth

News > [Transportation](#)

## New BART line to Antioch packing in riders: Roadshow



The new BART train arrives at the Antioch station on May 26. (Photo by Haley Nelson, file)

By **GARY RICHARDS** | [grichards@bayareanewsgroup.com](mailto:grichards@bayareanewsgroup.com) | Bay Area News Group  
PUBLISHED: August 1, 2018 at 4:00 am | UPDATED: August 1, 2018 at 4:22 am

**Q:** How much of a positive impact, if any, has the new diesel BART line made on traffic on Route 4?



## Joe Nagle

*Pittsburg*

**A:** Hard to say as traffic counts need more time to be assessed. But here is some encouraging data. The new BART to Antioch line has exceeded expectations far faster than anticipated. The initial expected daily ridership was 5,600 trips or 2,800 trips each way. But by the second week of service, ridership was over 7,000 trips — about 3,500 trips each way.

ADVERTISING



**Like Mr. Roadshow's [Facebook page](#) for more questions and answers about Bay Area roads, freeways and commuting.**

**Q:** A friend in her 90's no longer drives, but has a handicap placard. Twice this past year, friends have driven her to meetings, one at a retirement home and the other at a restaurant, where an employee at the home and a passerby at the restaurant informed the driver that they were breaking the law by parking in the handicap space. Though my friend's placard was displayed, the critics claimed that the driver must be the disabled person. In both cases the driver moved the car due to the intimidations.

## Tom Lustig

*Mountain View*

**A:** They were wrong. A disabled person can use a placard as a passenger in someone else's car.

**Q:** They finally repaved Interstate 80 between Pinole and Albany. It's a real pleasure to ride that stretch now without the potholes.

**John Underhill**

*El Cerrito*

**A:** I bet. This is rubberized asphalt, smooth and less noisy.

**Q:** When has it become acceptable to drive on the freeway shoulders and cut back in traffic? I see this every day on Highway 24 east near Lafayette.

**Holly Schroth**

**A:** Legal, no. Acceptable, in far too many places.

**Q:** We are two people driving to San Jose on Interstate 680 in Contra Costa County during commute hours and wanted to know if the fee shown on the FasTrak sign overhead applies to the car, if the Fastrak flex toll tag is set to two people?

**Beth Trafton**

*Alamo*

**A:** No. Two people or more allows you to legally use the carpool lane without being charged, but you need a flex tag.

**Q:** Give my best to Mrs. Roadshow and happy trails to you both. You have really helped us out in the past with my hub’s driver’s license.

**Genie Hawkins**

*San Jose*

**A:** Today I want to share some really good news. Jan and I will be celebrating our 40th wedding anniversary soon. Thanks, Jan, for our wonderful lives together.

And five weeks ago, our first grandchild, Oliver, arrived. His parents are our daughter, Anne, and her husband, John. They say they can’t imagine life without him, nor can the rest of us in the family.

*Join Gary Richards for an hourlong chat noon Wednesday at [www.mercurynews.com/live-chats](http://www.mercurynews.com/live-chats). Look for Gary at [Facebook.com/mr.roadshow](https://www.facebook.com/mr.roadshow) or contact him at [mrroadshow@bayareanewsgroup.com](mailto:mrroadshow@bayareanewsgroup.com).*



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Randell H. Iwasaki,  
Executive Director


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# MEMORANDUM

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To: Matt Todd, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPLAN  
Cedric Novenario, TVTC  
John Nemeth, WCCTAC  
Derek Farmer, LPMC

From:   
Randell H. Iwasaki, Executive Director

Date: July 20, 2018

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

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At its July 18, 2018 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- Adopted Resolution 18-37-G Authorizing the Contra Costa Transportation Authority (CCTA) Executive Director to Execute Agreements and Related Documentation with the California Department of Transportation (Caltrans) With Respect to the Accessible Transportation Strategic Plan (ATS).** Approval authorized the CCTA Executive Director to execute a restricted grant agreement and any amendments thereto with Caltrans related to the ATS. The agreement is required before CCTA can be reimbursed for any eligible costs associated with the ATS. The grant was awarded in the amount of \$340,000. *The Authority Board unanimously adopted Resolution 18-37-G, which authorized the Executive Director or his designee to execute a restricted grant agreement and any amendments or related documentation with the California Department of Transportation (Caltrans) with respect to the Accessible Transportation Strategic Plan (ATS).*
- State Legislative Update.** This is an update on relevant developments in State policy, legislation and finance that are of interest to the Authority. The Authority may take action on any item presented in the attachment or any State legislation pertaining to the Authority’s legislative program. *The Authority Board unanimously approved a motion to take an opposition position on Proposition 6 to preserve Senate Bill (SB) 1 funding.*

3. **Authorizing the Issuance of Approximately \$220 Million Contra Costa Transportation Authority Sales Tax Revenue Refunding Bonds, Series 2018 to be Issued in Two Separate Series for the Purpose of Refunding the Series 2012A Bonds and Partially Terminating an Interest Rate Swap, Authorizing the Execution and Delivery of Related Documents, and Authorizing the Taking of All Necessary Actions Thereto.** Staff sought authorization to issue bonds to refinance \$201.4 million of the Series 2012A Bonds, converting approximately half to fixed rate bonds, and reducing the Authority's interest rate swap from \$200 million to approximately \$100 million. The objectives of the proposed financing plan were to reduce bond interest costs, and lower exposure to variable-rate debt and interest rate swap related risks. Staff sought approval of Resolution 18-42-A providing for the issuance of the Series 2018 Bonds in an amount not-to-exceed \$220 million. *The Authority Board unanimously approved Resolution 18-42-A providing for the issuance of the Series 2018 Bonds in an amount not-to-exceed \$220 million.*
4. **Interstate 680 (I-680) High Occupancy Vehicle (HOV) Lane Completion and Express Lane Conversion (Project 8001) – Approval of Resolution 18-48-P for Authorization to Award Construction Contract No. 491 with Bay Cities Paving & Grading, Inc. (Bay Cities) for Construction Services.** Staff sought approval of Resolution 18-48-P, which awarded Construction Contract No. 491 to Bay Cities in the amount of \$64,570,783.67 to provide construction services, and authorized the Chair to execute Construction Contract No. 491 with Bay Cities, authorized the subcontractor substitution requests and rejected the bid protest from Flatiron as meritless. *The Authority Board unanimously approved Resolution 18-48-P, which authorized Construction Contract No. 491 to Bay Cities in the amount of \$64,570,783 to provide construction services, and authorized the Chair to execute Construction Contract No. 491 with Bay Cities, authorized the subcontractor substitution requests and rejected the bid protest from Flatiron as meritless.*
5. **Connected Vehicle and Autonomous Vehicle (CV/AV) Program – Master Cooperative Agreement No. GMS.002 with GoMentum Station Incorporated (GoMentum).** Staff sought authorization for the Chair to execute Master Cooperative Agreement No. GMS.002 with GoMentum. *The Authority Board unanimously approved authorization for the Chair to execute Master Cooperative Agreement No. GMS.002 with GoMentum Station Incorporated.*
6. **Authorization to Enter Into a Memorandum of Understanding (MOU) with California Energy Commission and Release Request for Proposals (RFP) 18-8 for the Contra Costa Electric Vehicle Readiness Plan.** On June 1, 2018, the California Energy Commission (CEC) awarded the Authority \$200,000 in Electric Vehicle Ready Communities Challenge, Phase 1 Grant funding. The Authority, in partnership with Contra Costa County and 511 Contra Costa, will use the

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funding to develop an implementation plan for large-scale electric vehicle charging infrastructure and related policies. In order to receive the funds, the Authority must enter into a financial agreement with the CEC. Using the RFP process, the Authority will retain a qualified consultant to assist in the plan development. *The Authority Board unanimously authorized the Executive Director to sign a funding agreement with the California Energy Commission and authorized release of Request for Proposals (RFP) 18-8 to retain consultant services for preparation of the Contra Costa Electric Vehicle (EV) Readiness Plan.*

7. **Adoption of the Final 2018 Countywide Bicycle and Pedestrian Plan (CBPP).** The Authority prepared its first CBPP in 2003 and updated it most recently in 2009. Working with a consultant team in collaboration with the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), the Authority prepared an update to the CBPP that, among other things, reflects new best practices and regulations, identifies Pedestrian Priority Areas (PPAs), refines the Countywide Bikeway Network, incorporates the level of traffic stress concept, and updates the CBPP's implementation actions. Staff and consultants prepared a Proposed Final CBPP that responds to the comments received on the Public Review Draft CBPP. *The Authority Board unanimously approved Resolution 18-45-G, thereby adopting a Mitigated Negative Declaration under CEQA, and the final 2018 Countywide Bicycle and Pedestrian Plan (CBPP).*