



Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

****October 7, 2019**

****11:00 A.M.**

651 Pine Street, Room **108, Martinez

****Outside usual time and location**

Supervisor Karen Mitchoff, Chair

Supervisor Candace Andersen, Vice Chair

Agenda Items:

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

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **Administrative Items, if applicable.** (John Cunningham, Department of Conservation and Development)
4. **REVIEW record of meeting for August 12, 2019 Transportation, Water and infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development).
5. **RECEIVE update on the draft shared mobility device ordinance and DIRECT staff to bring it to the Board of Supervisors for consideration.** (Robert Sarmiento, Department of Conservation and Development)
6. **RECOMMENDATIONS from the Hazardous Materials Commission concerning Pipeline safety in Contra Costa County.** (Michael Kent, Contra Costa Health Services)
7. **CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development)

8. **RECEIVE information regarding Federal Railway Administration Pedestrian Trespassing Safety Summit.** (Colin Piethe, Department of Conservation and Development)
9. **RECEIVE update on referrals to the Transportation, Water, and Infrastructure Committee, DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development)
10. **RECEIVE update on the Accessible Transportation Strategic Plan, RECOMMEND that the Board of Supervisors make appointments to the Policy and Technical Advisory Committees.** (John Cunningham, Department of Conservation and Development)
11. **RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development)
12. The next meeting is currently scheduled for ****Thursday, November 14, 2019, at 2:00 P.M.**** Please note this is outside the usual scheduled time.
13. Adjourn

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

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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.

For Additional Information Contact:

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

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

AB Assembly Bill	HOT High-Occupancy/Toll
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ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 10/07/2019

Subject: Administrative Items, if applicable.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

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

Recommendation(s)/Next Step(s):

CONSIDER Administrative items and Take ACTION as appropriate.

Fiscal Impact (if any):

N/A

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 10/07/2019

Subject: REVIEW record of meeting for August 12, 2019, Transportation, Water and Infrastructure Meeting.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

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

Referral Update:

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

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the August 12, 2019 Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

TEP AT Language - CCC revisions

08-12-19 TWIC Mtg Minutes.pdf

Contra Costa Transportation Authority

Transportation Expenditure Plan: 7/11/19 Version – CC County Proposed Edits

Page 27

In collaboration with stakeholders and service providers, CCTA will develop an Accessible Transportation Services Strategic Plan to establish a user-friendly, coordinated system with a single point of entry and to further guide the use of these funds.

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23. Affordable Accessible Transportation for Seniors, Veterans, and People with Disabilities:

An Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the Measure. No funding under the Affordable Transportation for Seniors, Veterans, and People with Disabilities category will be allocated until the ATS Strategic Plan has been developed and adopted. No funds may be distributed to a service provider before it adopts the plan except as noted below. The development and delivery of the ATS Strategic Plan will establish a user-focused system, with a single point of entry, ~~on~~ using mobility management to ensure coordination and efficiencies in accessible service delivery. The ATS Strategic Plan will address both Americans with Disabilities Act (ADA) and non-ADA services. The ATS Strategic Plan will deliver a streamlined, affordable and unified experience for the customer ~~evaluate the appropriate model for our local structure and including address~~ how accessible services are delivered by all service providers and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan will also determine the investments and oversight of the program funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

August 12, 2019

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
Absent: Candace Andersen, Vice Chair - via phone
Attendees: Tim Jensen, CC PWD
Michele Mancuso, CC PWD
James Mizutani, CC PWD
Sedan Irwin, CC PWD
Joseph Buford, CC PWD
Mitch Avalon, CC FCD
Nazanin Shakerin
Jill Ray, District II
Kathy Chang, District III
Rachel Force
David Avnaim, RM3
Aisha Berns RM3
Sheryl McCoy, Hercules City Council
Colin Piethe, CC DCD
John Cunningham, CC 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 July 18, 2019, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

5. INTERVIEW candidates for two vacant seats on the Regional Measure 3 Independent Oversight Committee Retirement Board and determine recommendations for Board of Supervisors consideration on June 6.

Group 1 @ 9:00 a.m.:

- David Avnaim, Lafayette
- Aisha Banks, Pittsburg
- Nazanin Shakerin, Alamo
- Rachel Force, Walnut Creek

Group 2 @ 9:20 a.m.:

- Kathy Chang, Antioch
- Garen Corbett, Kensington
- Shawn Corke, Concord
- Bruce Pleat, Danville

Group 3 @ 9:40 a.m.:

- Sherry McCoy, Hercules
- Romeo Nicasio, Pittsburg
- Jack Weir, Pleasant Hill
- Bryan Briggs, Richmond

Unavailable on the day/time for interviews:

- Kevin Cornish, Lafayette
- Juan Kelly, Orinda
- Lon Light, Lafayette

The Committee unanimously selected Nazanin Shakerin, and Kathy Chang as Contra Costa County's two appointments to the Bay Area Toll Authority's Regional Measure 3 Independent Oversight Committee. Sherry McCoy then Aisha Banks will be the appointments in the event either Ms. Shakerin or Ms. Chang do not meet the requirements for the position as established in SB595.

6. CONSIDER a draft ordinance to ban the use and sale of polystyrene food and beverage containers and any public comments received, PROVIDE staff with any suggested changes to the draft ordinance, and FORWARD the draft ordinance to the full Board for consideration and with a recommendation for adoption.

The Committee unanimously APPROVED the staff recommendation and DIRECTED staff to bring the item to the full Board with a recommendation to approve and proposed additional outreach to the business community.

Staff indicated that the item would be brought to the Board of Supervisors on September 10 (first reading), and October 8 (approval) with the ordinance going in effect on April 1.

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

The Committee unanimously RECEIVED the report and DIRECTED staff to bring the matter of AB 1484 (Grayson) Mitigation Fee Act to the September 10 Board of Supervisors meeting.

8. The next meeting is currently scheduled for Monday, September 9th, 9:00 a.m.

9. Adjourn

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John Cunningham, Committee Staff

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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 10/07/2019
Subject: Shared Mobility Device Ordinance
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,
Department: Conservation & Development
Referral No.: 22
Referral Name: Monitor issues related to docked and dockless bike share programs.
Presenter: Robert Sarmiento, DCD **Contact:** Robert Sarmiento
(925)674-7822

Referral History:

In late 2017, several bikeshare companies launched dockless* operations throughout the United States. In early 2018, the Shadelands business center, located in Walnut Creek, initiated a pilot program with a dockless bikeshare vendor (LimeBike). Shortly thereafter, Limebike bicycles began appearing at the Contra Costa Centre and on the Iron Horse Trail. Unlike Walnut Creek and other cities in Contra Costa County that entered into agreements with LimeBike, Contra Costa County was not approached by the company prior to operations in the unincorporated area.

In March 2018, TWIC received a report of abandoned and haphazardly parked bicycles at the Contra Costa Centre and directed staff to develop dockless bikeshare policies and agreements. Staff was further directed to consult with dockless bikeshare companies in order to ensure we would not unnecessarily stifle entrepreneurship and innovation. In July 2018, TWIC received an update on staff's efforts to develop dockless bikeshare policies and agreements and directed staff to develop an ordinance that regulates dockless bikeshare and other shared mobility devices and bring it before the Board of Supervisors for consideration.

This issue is rapidly changing, LimeBike is now doing business as "Lime", no longer operates in Contra Costa and is primarily engaged in scooter share operations among other last mile solutions.

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

Referral Update:

Staff from the Department of Conservation and Development, Public Works Department, and County Counsel have developed a draft ordinance (Exhibit A) that regulates shared mobility device (“device”) operations, including those currently prevalent in use (e.g. bicycles and scooters) and those that may emerge in the future. During development of the ordinance, staff reached out to a number of device operators (“vendors”) and Contra Costa Centre property management staff for their input. Prior to bringing it before the Board of Supervisors for consideration, staff is presenting the draft ordinance to TWIC for its review.

Summary of the Draft Ordinance

◦ General Requirements

A dockless device may not be placed or parked in the public right-of-way unless an encroachment permit has been issued. Docked devices and docking stations are prohibited within the right-of-way.

◦ Term

An encroachment permit to park devices in the public right-of-way will be issued for a one-year term. It may be renewed for successive one-year terms.**

◦ Parking Requirements

A device must be parked only at a location(s) designated in the encroachment permit. It must be parked in the upright position. A device may not obstruct a sidewalk, a travel lane, or on-street parking area of a public road or highway. It must be parked a minimum of 10 feet away from features located in the right-of-way (e.g. fire hydrant, disabled parking zone, curb ramp, transit stop, driveway).***

◦ Maintenance and Operational Requirements

A device must comply with the applicable requirements of the California Vehicle Code and all applicable local, state, and federal laws and regulations. It must include both self-locking technology and a GPS-based tracking system. The device must have affixed to it a label that identifies the vendor and the vendor's 24-hour customer service telephone number.

◦ Retrieval and Communications

The vendor must maintain a 24-hour toll-free customer service telephone number. The vendor must provide a retrieval plan, which includes the names and telephone numbers of people responsible for relocating, removing, retrieving, and rebalancing the device fleet, to the County prior to issuance of the encroachment permit.

◦ Impoundment

The County may impound the devices if the vendor fails to relocate, remove, retrieve, or rebalance them consistent with the vendor’s retrieval plan. The vendor must reimburse the County for costs incurred for impounding and storing devices. If a device is not retrieved within 30 days after impoundment, the County may revoke the vendor’s encroachment permit.

◦ Insurance and Indemnity

Consistent with other encroachment permits, the vendor must maintain certain policies of insurance that name the County as an additional insured. The insurance required by the ordinance includes general liability insurance with a policy limit of at least \$2,000,000. The vendor also must indemnify the County against liabilities that arise from the activities covered by the permit.

◦ Security

An applicant for an encroachment permit to operate devices in the right-of-way must provide a security in an amount to be determined by the Public Works Director (no less than \$1,000) to

cover County costs to remove all devices authorized under a permit and restore the right-of-way to its former condition.

◦ *Data Sharing*

The vendor must satisfy all data-sharing requirements. The data type**** to be submitted by the vendor will be approved by the Board of Supervisors concurrently with the draft ordinance.

** In its guidelines on shared mobility device operations, National Association of City Transportation Officials (NACTO) recommends limiting the duration of vendor operations to a fixed time period and requiring vendors to re-apply for each renewal. This would allow jurisdictions to evaluate vendor operations and performance and refine operational requirements.

*** In its guidance document on bikeshare regulation, the North American Bikeshare Association (NABSA) suggests that jurisdictions consider specific bikeshare parking regulations near features located in the right-of-way.

**** County staff is currently researching other jurisdictions' data sharing requirements as a possible model for the County's data sharing requirements.

Recommendation(s)/Next Step(s):

RECEIVE update on the draft shared mobility device ordinance and DIRECT staff to bring the matter to the Board of Supervisors for consideration.

Fiscal Impact (if any):

N/A

Attachments

Exhibit A - Draft Shared Mobility Device Ordinance

ORDINANCE NO. 2019-__ (DRAFT)

(Regulating Shared Bicycles, Scooters, and Other Similar Devices)

The Contra Costa County Board of Supervisors ordains as follows (omitting the parenthetical footnotes from the official text of the enacted or amended provisions of the County Ordinance Code).

SECTION 1. Summary. This ordinance amends Division 1002 of the Ordinance Code to require an encroachment permit to maintain shared bicycles, electric bicycles, electrically motorized boards, motorized scooters, and other shared mobility devices within the County right-of-way. This ordinance is intended to establish regulations that protect the health, safety, and welfare of the public, while also advancing the County’s goals of reducing vehicle trips and increasing alternative first-and-last-mile connections to public transit.

SECTION 2. Section 1002-8.048 is added to Chapter 1002-8 of this code to read:

1002-8.048. Shared mobility devices.

- (a) Definitions. For the purposes of this section, the following terms have the following meanings.
 - (1) “Dockless shared mobility device” means a shared mobility device that does not require a docking structure for deployment. A dockless shared mobility device must include both of the following: (A) a locking mechanism that allows the device to be unlocked and rented through a smartphone application or website; and (B) a GPS locator that allows the device to be located using a smartphone application.
 - (2) “Docked shared mobility device” means a shared mobility device that must be rented from and returned to a docking structure.
 - (3) “Docking structure” means a modular structure where docked shared mobility devices are rented and returned at the end of a rental.
 - (4) “Shared mobility device” means a transportation device or conveyance that is made available to persons for renting on a self-service basis, including but not limited to the following: a bicycle, as defined in California Vehicle Code section 231; an electric bicycle, as defined in California Vehicle Code section 312.5(a); an electrically motorized board, as defined in California Vehicle Code section 313.5; and a motorized scooter, as defined in California Vehicle Code section 407.5.
 - (5) “Shared mobility device vendor” means a person, firm, company, corporation, partnership, limited liability company, association, organization, or other legal

entity that makes shared mobility devices available for renting on a self-service basis.

- (b) General requirements. Docked shared mobility devices and docking structures are prohibited within the right-of-way. A dockless shared mobility device may not be placed or parked in the right-of-way except under an encroachment permit issued under this division. A shared mobility device vendor shall comply with all applicable requirements in Division 1002 throughout the term of a permit.
- (c) Term. An encroachment permit to park dockless shared mobility devices in the right-of-way will be issued for a one-year term. An encroachment permit may be renewed for successive one-year terms, subject to the then-current requirements of this division.
- (d) Parking requirements.
 - (1) A dockless shared mobility device may not be parked at any location that obstructs access to the sidewalk by pedestrians or persons with disabilities. A dockless shared mobility device may not be parked within a travel lane, or within a paved on-street parking area, of a public highway.
 - (2) No dockless shared mobility device may be parked within 10 feet of any of the following: a fire hydrant, fire department connection, or fire hose cabinet; a disabled parking zone (blue curb) or an area required to access a disabled parking zone; an emergency vehicle parking zone (red curb); a commercial loading zone (yellow curb); a passenger loading zone (white curb); a utility cover; a curb ramp or wheelchair ramp; a sidewalk corner; a crosswalk; a transit stop, shelter, platform, or loading zone; a public bench or other form of street furniture; an outdoor seating area of a business; a driveway; a building entrance; a parking pay station.
 - (3) A dockless shared mobility device must be parked in an upright position.
 - (4) A dockless shared mobility device must be parked only at a location or locations designated in the encroachment permit. The number of dockless shared mobility devices that may be parked at any location may not exceed the number specified in the encroachment permit. A location designated for parking dockless shared mobility devices must be at least 1,500 feet away from any other location designated for parking shared mobility devices.
- (e) Maintenance and operational requirements.
 - (1) A dockless shared mobility device must comply with all applicable requirements of the California Vehicle Code, and all other applicable local, state, and federal laws and regulations.

- (2) A dockless shared mobility device must include both (A) self-locking technology, and (B) a GPS-based tracking system that allows the device to be located by the shared mobility device vendor.
 - (3) A dockless shared mobility device must have affixed to it a label that identifies both (A) the shared mobility device vendor, and (B) the vendor's 24-hour toll-free customer service telephone number for reporting shared mobility devices that are abandoned, improperly parked, or inoperable.
 - (4) A dockless shared mobility device must be maintained in good operating condition.
 - (5) A shared mobility device vendor shall provide the director special-rights access to allow the director to unlock each of the vendor's deployed dockless shared mobility devices.
- (f) Retrieval and communication requirements; impoundment.
- (1) Retrieval and communications.
 - (A) Before a permit is issued, the shared mobility device vendor shall provide the director a retrieval plan that identifies the names and telephone numbers of all persons that will be responsible for relocating, removing, retrieving, and rebalancing dockless shared mobility devices.
 - (B) A shared mobility device vendor shall maintain a 24-hour toll-free customer service telephone number that allows the director and the public to notify the shared mobility device vendor about dockless shared mobility devices that are abandoned, improperly parked, or inoperable. Within two hours after notification by the director or a member of the public, a shared mobility device vendor shall relocate, to a designated parking area, a dockless shared mobility device that is improperly parked or abandoned. Within four hours after notification by the director or a member of the public, a shared mobility device vendor shall remove a dockless shared mobility device that is inoperable. An inoperable dockless shared mobility device may not be redeployed until it has been repaired. Within 12 hours after notification by the director, a shared mobility device vendor shall rebalance the distribution of its dockless shared mobility devices among the parking areas designated in the encroachment permit.
 - (2) Impoundment.
 - (A) If a shared mobility device vendor fails to relocate, remove, retrieve, or rebalance a dockless shared mobility device in the manner required by subsection (f)(1), the director may impound the dockless shared mobility

device. Following an impoundment, the director will provide the shared mobility device vendor with written notice of impoundment.

- (B) If the County incurs costs to impound a dockless shared mobility device, within 30 days after receiving a written notice of impoundment, the shared mobility device vendor shall reimburse the County for the costs of impoundment, based on the fully-loaded hourly rate of the Public Works Department employee or employees who impound the device.
 - (C) The shared mobility device vendor shall pay a storage fee in an amount established by the Board of Supervisors for each day that a dockless shared mobility device remains impounded. If a dockless shared mobility device is not retrieved within 30 days after being impounded, the shared mobility device vendor's encroachment permit may be revoked.
- (g) Insurance. Before an encroachment permit is issued, the shared mobility device vendor shall provide the director certificates of insurance for all of the following policies of insurance, which must provide primary coverage for all covered losses. Each certificate of insurance shall identify the County, its governing body, officers, employees, and agents as additional insureds. Each certificate of insurance shall indicate that the insurer will provide the County 30 days' advance written notice prior to expiration or cancellation of, or material change to, the policy. Throughout the term of the permit, the shared mobility device vendor shall maintain all of the following insurance policies:
- (1) Workers' compensation insurance in an amount that satisfies the state statutory minimum requirements.
 - (2) Comprehensive general liability insurance in an amount not less than two million dollars (\$2,000,000) combined single-limit coverage, and two million dollars (\$2,000,000) annual aggregate, for bodily injury, property damage, products, completed operations, and contractual liability.
 - (3) Comprehensive automobile insurance in an amount of not less than one million dollars (\$1,000,000) per occurrence for bodily injury and property damage, including coverage for owned and non-owned vehicles.
- (h) Indemnity. As a condition of an encroachment permit, a shared mobility device vendor shall save, indemnify, defend, and hold harmless the County, its governing body, officers, employees, and agents from all liabilities imposed by law by reason of injury to or death of any person or damage to property, including, without limitation, liability for trespass, nuisance, or inverse condemnation, which may arise out of the activities covered by the permit. This indemnity requirement shall survive the term of the encroachment permit.
- (i) Security. An applicant for an encroachment permit under this section shall provide security under Chapter 1000-6 at an amount determined by the director to be sufficient to

cover the County's costs to (1) remove all dockless shared mobility devices authorized under a permit, and (2) restore the right of way to its former condition. The amount of the required security shall not be less than \$1,000.

- (j) Data sharing. A shared mobility device vendor shall satisfy all data-sharing requirements approved by the Board of Supervisors and in effect at the time a permit is issued or renewed.
- (k) Requirements cumulative. The requirements of this section are in addition to all other applicable requirements of Division 1002. If any requirement in Division 1002 conflicts with any requirement of this section, the requirement of this section shall prevail.

(Ord. 2019-__, § 2.)

SECTION 3. Effective Date and Publication. This ordinance becomes effective 30 days following its adoption by the Board of Supervisors. Within 15 days after passage this ordinance shall be published in the East Bay Times, a newspaper published in this County, in a manner satisfying the requirements of Government Code section 25124, with the names of supervisors voting for and against it.

PASSED on _____ by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:	DAVID J. TWA Clerk of the Board of Supervisors and County Administrator	_____ Board Chair
---------	---	----------------------

By: _____
Deputy

[SEAL]



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 10/07/2019

Subject: RECOMMENDATIONS from the Hazardous Materials Commission concerning Pipeline safety in Contra Costa County.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 13, 15, 22

Referral Name: Underground utilities, hazardous materials transport, school siting guidelines/statutes

Presenter: Michael Kent, Contra Costa Health **Contact:** Michael Kent
(925)313-6587

Referral History:

The Committee last heard from the Hazardous Materials Commission at their March 2018 meeting for the following item:

RECEIVE Communication from the Hazardous Materials Commission regarding school siting and safety (re: proximity to rail lines, industrial facilities), DISCUSS options and DIRECT staff as appropriate."

The letter from the BOS to the State Department of Education that came out of that discussion is attached to this TWIC report.

Prior to the March 2018 item the Committee received several updates from the Hazardous Materials Commission on the Pipeline Safety Trust report in 2016. Those updates resulted in direction to staff and recommendations to the full Board of Supervisors.

Referral Update:

Attached is a letter from George Smith, Chair of the Hazardous Materials Commission, to the Board of Supervisors.

Recommendation(s)/Next Step(s):

RECEIVE report from the Hazardous Materials Commission, FORWARD to the Board of Supervisors for consideration.

Fiscal Impact (if any):

None.

Attachments

05-22-18 BOS to CDE - Title 5 final

6-25 Letter: HMC to SupJG: HMC Pipeline Safety Report

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553-1293

John Gioia, 1st District
Candace Andersen, 2nd District
Diane Burgis, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

May 22, 2018

Tom Torlakson
State Superintendent of Public Instruction
California Department of Education
1430 N Street
Sacramento, CA 95814

Re: Children's Safety – School Siting, Construction, Safety Policies - Title 5 Update

Dear Superintendent Torlakson,

We are writing on the subject of school and children's safety relative to the current Title 5 update process being undertaken by the California Department of Education (CDE). Specifically, we are concerned with school siting practices relative to 1) industrial sites and related conveyance infrastructure and, 2) land use and transportation related issues.

Before discussing the specifics of our comments, the Board of Supervisors urges California Department of Education (CDE) to include a more robust web presence for the update process. There is currently limited information available on the CDE website. More comprehensive information will foster a more productive public process.

Specific comments are below, and attached to this letter are inline revisions to Title 5:

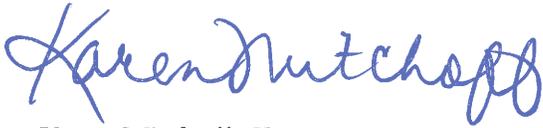
1. With the imposition of any new regulations, CDE should make every effort to ease the administrative and financial burden on local school districts. This could be done by adopting templates for use by local districts or by providing technical assistance to school districts. For example, the multi-modal circulation plan proposed further below could be prepared by the Department of Transportation.
2. CDE should develop guidelines for assessing and mitigating the risks of siting new schools near industrial facilities and rail lines due to potential explosions and fires from the use, storage, manufacture and transportation of hazardous materials, similar to the guidelines they have established for assessing and mitigating the risks from the transportation of hazardous materials through pipelines.

3. CDE should amend the regulations pertaining to the rebuilding of schools on the site of existing schools to require that the current risks from accidental explosions and fire of hazardous materials used, stored, manufactured or transported at industrial facilities, in pipelines and by rail are assessed and mitigated.
4. There are existing policies in Title 5 that, if actively enforced, would result in some improvement in school site selection. That said, for any Title 5 revisions to have a perceptible positive impact on school siting practices, they will need to be compulsory. In our numerous meetings and conversations with CDE staff and state legislators, we found there is discomfort with compulsory provisions. However, the County has direct experience with non-compulsory provisions having little or no effect on school siting decisions. We have witnessed this leading to acquisition of sites that would be extremely difficult for children to safely access on their own, that are not supported by adequate transportation infrastructure, have limited or no transit service, and would be sprawl and greenhouse gas inducing. The State should include compulsory measures to ensure reasonable school siting decisions and consider the necessary legislation to grant the requisite authority to enforce compulsory policies.
5. Multi-modal Circulation Plan: Please see Exhibit 1: School Siting – Student Safety/Multimodal Circulation Plan: Given the evolution of federal, state, and local policies regarding safe routes to schools, greenhouse gas reduction, and generally universal respect for the safety of children, we expect that implementation of this policy would have minimal resistance. One issue that should be stressed is, due to socioeconomic conditions, there will **always** be some students that have no choice but to travel to/from school under their own power by active modes. Considering that, the attached proposed policy should be considered reasonable and implemented as compulsory.
6. As California implements greenhouse gas (GHG) reduction legislation, the current model for school site selection is increasingly in conflict with model policies. Land development is increasingly prioritizing infill, which typically results in less GHG production, and reduced transportation infrastructure costs. However, infill development is often more expensive and procedurally more complex. The State may need to examine the underlying school construction finance model and fund an incentive program to allow infill sites to be economically viable for local school districts. In addition, a streamlining process to ease the development of infill sites may be beneficial and even necessary.
7. As standard practice with other State Departments during policy updates, please publish all comments on this process. The public debate would be aided by a full-airing of comments received.
8. Statutes for Local Agency Formation Commissions (LAFCOs) provide a role for Commissions in school site development and could be expanded. At a minimum, a) school districts should be required to consult with LAFCO when a new school site is being proposed, and b) LAFCO should discourage the extension of municipal services to school sites located in agricultural and open space areas pursuant to LAFCO law. More prescriptive restrictions related to the extension of municipal services should be strongly considered in areas with a voter adopted Urban Limit Line or Urban Growth Boundary.

9. At a minimum, compliance (without preemption authority) with voter adopted Urban Limit Lines and Urban Growth Boundaries should be compulsory.
10. The State should explore implementing policies developed by the Collaborative for High Performing schools. Again, any changes will likely have to be compulsory in order to be effective.
11. The State should explore opportunities to incorporate school siting practices in to the Sustainable Communities/Priority Development Area type programs. There are few land development projects that have as large or enduring effect on the character and safety of a community as a school site, and local land use planning goals and policies should be considered and respected in these decisions.
12. While outside the purview of CDE, the following should be included in a more comprehensive and strategic school safety and siting program. We urge CDE to bring these concepts to the Strategic Growth Council for their consideration:
 - a. Implement a "Vulnerable Road User Protection" (VRU) statute: VRU laws establish the concept "whoever can do the most damage has an obligation to be the most careful". Connecticut, Delaware, Florida, Hawaii, Maine, Oregon, Utah, Vermont, and Washington all have such laws, etc.
 - b. Pass an "Enhanced Penalty School Zone" statute: This could consist of a double/triple fine zone, moving violation for cell phone use, etc.
 - c. Redefinition of the school zone distances in state law: This redefinition would reflect *actual* access patterns rather than the current arbitrary distances defined in the statutes. As one member of the Caltrans Committee on Traffic Control Devices described it, there was no engineering or analysis when the original prescriptive distances in the statutes were established. Included in the reform of school zone policies should be the associated, "When Children Are Present" signage policies and underlying statutes. Current policies are widely acknowledged to be fundamentally flawed.
 - d. Implement and fund or incentivize the bicycle and pedestrian safety curriculum developed by the Strategic Growth Council and the State Health in All Policies Task Force. The program would have dual benefit of decreased injuries/deaths and increased walking/biking.
13. As stated in our numerous, prior communications, current school siting practices do not allow the County to fulfill its constitutional obligations relative to the protection of public health, safety, and welfare. As such, those obligations fall to the State and/or local school districts. Only substantive reform of school siting policies and practices will allow effective engagement by the local land use authority.

Thank you for your consideration of these comments; we look forward to your response. If you have any questions regarding this letter, please feel free to contact me or Michael Kent, Health Services Hazardous Materials Ombudsman [Michael.Kent@hsd.cccounty.us, (925) 313-6587] or the County's Planning Director, John Kopchik [John.Kopchik@dcd.cccounty.us, (925) 674-7819, or John Cunningham, Principal Planner [John.Cunningham@dcd.cccounty.us, (925)674-7833]

Sincerely,



Karen Mitchoff, Chair
Contra Costa County Board of Supervisors

cc: **Members:** Contra Costa Hazardous Materials Commission
California Building Industry Association
Edmund G. Brown Jr., Governor – State of California
Members: Contra Costa County Legislative Delegation
Ken Alex, Director – Office of Planning and Research
Randall Winston, Executive Director – Strategic Growth Council
Jeff Vincent, Deputy Director – Center for Cities and Schools

Attachments

- Exhibit 1: School Siting – Student Safety/Multimodal Circulation Plan
- Exhibit 2: CCC Title 5 Comments

June 25, 2019

Supervisor John Gioia, District 1
Contra Costa County Board of Supervisors
11780 San Pablo Avenue, Suite D
El Cerrito, CA 94530

Re: Pipeline Safety Recommendations

Dear Supervisor Gioia:

I am writing on behalf of the Contra Costa County Hazardous Materials Commission to recommend the Board of Supervisors take following actions to promote pipeline safety in Contra Costa County. These recommendations were voted on at the May 23, 2019 Commission meeting after careful review and deliberation of recommendations in a 2018 report by the Pipeline Safety Trust on pipeline safety in Contra Costa County. All recommendations were approved by a vote of 10 – 0 with the exception of recommendation number 4, which was opposed by the representative of the Industrial Association, Mark Hughes. This report was done on behalf of the Alamo Improvement Association as part of a grant they received from the Federal Department of Transportation. This report focused on gas pipeline safety issues, and was done as a follow-up to a previous report in 2015 that focused on liquid pipeline safety issues.

- 1) Recommend to the Pipeline and Hazardous Materials Safety Administration (PHMSA) that they include enforcement actions against operators by state pipeline safety regulators and the U.S Department of Justice on their webpage.

The PHMSA web page currently only includes PHMSA pipeline safety enforcement actions which doesn't give a full and transparent understanding of the enforcement status of an operator. For example, the enforcement status for PGE on the PHMSA website shows no federal enforcement actions since 2006. This does not include the fact that PGE was convicted

of federal felony criminal violations by the Department of Justice for the 2010 San Bruno incident.

- 2) Recommend to PHMSA, the Office of the State Fire Marshal and the California Public Utilities Commission that they make information about a pipeline's High Consequence Area (HCA) designation easily available to the public.

Hazardous Liquid pipelines that could affect HCAs, which include high population areas, certain drinking water sources, or some ecologically sensitive areas, must prepare integrity management plans and adhere to stricter assessment rules than pipelines that could not affect an HCA in the event of a failure. Information about which pipeline segments are, and are not, within HCAs is not easily available to the public.

- 3) Support federal legislation that improves leak detection systems in pipelines.

PHMSA has been working on a rule-making process for seven years to address the findings of a 2013 study on the technical limitations of current leak detection systems, but no new or proposed rules have been release for public review.

- 4) Support federal legislation that requires pipeline operators to contract for an independent technical seismic vulnerability study on HCA pipelines affected by potentially active faults to feed into the pipeline risk analysis, and make the study available to the public.

The Alamo Improvement Association contracted with a private engineering firm to conduct seismic review report of the pipelines in the Alamo area which yielded recommendations about how to address current potential vulnerabilities.

- 5) Recommend to the California Department of Education that they complete their review of school siting and design standards review that was begun in 2016 and that they implement the recommendations the Commission made previously.

In January, 2018 the Commission recommended the Board of Supervisors recommend to the California Department of Education that they amend the regulations pertaining to the rebuilding of schools on the site of existing schools to require that the current risks from accidental explosions and fire of hazardous materials used, stored, manufactured or transported at industrial facilities, in pipelines and by rail be assessed and mitigated. The review begun in 2016 has stalled out, and there is no current effort underway to complete the review.

- 6) Recommend to the California Department of Education, local community colleges, and local School Districts that they use the enclosed brochure or other, similar brochure to encourage schools to address pipeline incidents in their emergency response plans, and encourage existing schools to mitigate the risks from nearby pipelines utilizing the state guidelines that have been developed for siting new schools.

The County Hazardous Materials Program and Public Works Department, the Contra Costa CAER group, the Contra Costa County Fire District and the San Ramon Valley Fire District developed the enclosed brochure to be used by schools, daycare centers, Senior Centers, medical facilities and other “Sensitive Receptors” to educate them about pipeline safety issues and the need to address potential pipeline incidents in their Emergency Response Plans.

- 7) Recommend to pipeline operators that they reach out to the schools along their pipeline easements and offer to provide technical assistance assessing pipeline risks and evacuation strategies. Offer to provide them the County brochure on pipeline safety and emergency planning if they don’t already have appropriate educational materials.

The County Hazardous Materials Program and Public Works Department, the Contra Costa CAER group, the Contra Costa County Fire District and the San Ramon Valley Fire District developed the enclosed brochure to be used by schools, daycare centers, Senior Centers, medical facilities and other “Sensitive Receptors” to educate them about pipeline safety issues and the need to address potential pipeline incidents in their Emergency Response Plans.

Sincerely,

George Smith
Chairperson, Hazardous Materials Commission



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 10/07/2019

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

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.

This report includes four sections, 1: LOCAL, 2: REGIONAL, 3: STATE, and 4: FEDERAL.

1. LOCAL

Transportation Expenditure Plan - The Contra Costa Transportation Authority's (CCTA's) Proposed March 2020 Sales Tax

Background

On August 28, 2019, CCTA released a proposed Transportation Expenditure Plan for consideration by the Cities and County. The status of that process is:

Antioch - 10/22

Brentwood - 9/24 **APPROVED**

Contra Costa County - 9/24 **APPROVED**

Clayton - 9/17 **APPROVED**

Concord - 10/15

Danville - 10/1 **APPROVED**
El Cerrito - 10/1 **APPROVED**
Hercules - 9/10 **APPROVED**
Lafayette - 9/23
Martinez - 10/2
Moraga - 10/10
Oakley - 10/8
Orinda - 10/15
Pinole - 10/1 **APPROVED**
Pittsburg - 10/21
Pleasant Hill - 10/7
Richmond - 10/22
San Pablo - 10/21
San Ramon - 10/8
Walnut Creek - 9/17 **APPROVED**

If the TEP review meets the required threshold, a majority of the cities in the County and a majority of the population residing in the incorporated areas of the County, CCTA will request that the County place the measure on the ballot. Tentatively, that item will come before the BOS on November 12th (introduction/first reading) and 19th (adoption second reading).

2. REGIONAL

No report in October.

3. STATE

Mr. Watts will attend the October Committee meeting to provide a report.

Contra Costa County Specific Legislation of Interest:

AB 1025 (Grayson): TRANSPORTATION: California Transportation Commission: San Ramon Branch Corridor: Reimbursement aka "The Iron Horse Bill".

Status: The bill was sent to the Governor on September 6th. Staff and Mr. Watts met with legislative staff in the Governor's office on August 23rd to discuss the bill. The Governor has until October 13th to sign bills.

Discussion: Mr. Watts will provide an update on the status of the bill at the October meeting.

Attached: October TWIC Report - Legislation of Interest

4. FEDERAL

No written report in October.

Recommendation(s)/Next Step(s):

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

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

Private File: Master

View: Standard

List

Filters

Apply Filters

Clear Filters

Refresh List

1 to 25 (25) 50

Edit Columns | Save View

BILL	TITLE	AUTHOR	SUMMARY	PROGRESS	LOCATION	LAST STATUS	UPCOMING DATES	EFFECTIVE
<input type="checkbox"/> CA AB 311	Regional Centers: Billing: Daily Rates	Frazier (D)	Repeals the provision requiring activity centers, adult development centers, behavior management... more...	○○○○○○	Assembly Appropriations Committee	05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in... more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 641	Developmental Services	Frazier (D)	Authorizes a consumer in a supported employment program or work activity program who has the stated... more...	○○○○○○	Assembly Appropriations Committee	05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in... more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 812	Developmental Services: Inspector General	Frazier (D)	Requires the Department of Developmental Services, to convene a working group of consumers,... more...	○○○○○○	Assembly Appropriations Committee	05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in... more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 823	Developmental Services	Arambula (D)	Includes expressly mobile crisis services and paid employment for service providers as a means for... more...	○○○○○	Assembly Human Services Committee	03/04/2019 To ASSEMBLY Committee on HUMAN SERVICES. more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 847	Housing: Transportation Related Impact Fee Grants	Grayson (D)	Requires the Department of Housing and Community Development to establish a competitive grant... more...	○○○○○	Assembly Housing and Community Development Committee	04/01/2019 Re-referred to ASSEMBLY Committee on HOUSING AND... more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 970	California Department of Aging: Grants: Transportation	Salas (D)	Makes grant awards, available under the State Air Resources Board's Clean Mobility Options program... more...	○○○○○○○	To Governor	09/11/2019 *****To GOVERNOR. more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 1025	Transportation Commission: San Ramon Branch Corridor	Grayson (D)	Relinquishes the rights of the state to reimbursement for projects relating to the San Ramon Branch... more...	○○○○○○○	To Governor	09/11/2019 *****To GOVERNOR. more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 1112	Shared Mobility Devices: Local Regulation	Friedman (D)	Defines a shared mobility device as a bicycle, electric bicycle, motorized scooter, electrically... more...	○○○○○	Senate Transportation Committee	06/19/2019 In SENATE. Read second time and amended.... more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 1279	Planning and Zoning: Housing Development	Bloom (D)	Requires the Department of Housing and Community Development to designate areas in this state as... more...	○○○○○	Senate Housing Committee	06/13/2019 To SENATE Committees on HOUSING, ENVIRONMENTAL... more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA AB 1475	Construction Method: Transportation Projects	Bauer-Kahan (D)	Revises the definition of construction manager in the same manner as described for the department's... more...	○	Chaptered	09/12/2019 Chaptered by Secretary of State. Chapter No. 2019-289 more...	10/13/2019	Governor Deadline 01/01/ code im

1 to 25 (25) 50

BILL	TITLE	AUTHOR	SUMMARY	PROGRESS	LOCATION	LAST STATUS	UPCOMING DATES	EFFECT'
<input type="checkbox"/> CA AB 1487	San Francisco Bay Area: Housing Development: Financing	Chiu (D)	Establishes the Bay Area Housing Finance Authority. States that the Authority's purpose is to... more...	○○○○○○○○	To Governor	09/25/2019 more...	*****To GOVERNOR.	10/13/2019 Governor Deadline
<input type="checkbox"/> CA AB 1492	Public Resources: San Onofre State Beach	Boerner Horvath (D)	Prohibits certain joint powers agencies from constructing, funding, or operating a major... more...	○○○○○	Senate Transportation Committee	06/12/2019 more...	In SENATE. Read second time and amended....	10/13/2019 Governor Deadline
<input type="checkbox"/> CA AB 1568	Housing Law Compliance: State Grants	McCarty (D)	Requires the Department of Housing and Community Development to review any action or failure to act... more...	○○○○○○	Assembly Appropriations Committee	05/16/2019 more...	In ASSEMBLY Committee on APPROPRIATIONS: Not...	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 10	Mental Health: Peer Support Specialist Certification	Beall (D)	Requires the State Department of Health Care Services to establish a statewide peer support... more...	○○○○○○○○	To Governor	09/19/2019 more...	*****To GOVERNOR.	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 13	Accessory Dwelling Units	Wieckowski (D)	Amends the Planning and Zoning Law. Authorizes the creation of accessory dwelling units in areas... more...	○○○○○○○○	To Governor	09/20/2019 more...	*****To GOVERNOR.	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 50	Planning and Zoning: Housing Development	Wiener (D)	Requires a local agency to notify the development proponent in writing if the local agency... more...	○○○○○○	Senate Appropriations Committee	06/04/2019 more...	In ASSEMBLY. Read second time and amended....	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 59	Autonomous Vehicle Technology: Statewide Policy	Allen (D)	Requires the chair of the commission to establish an advisory committee, the California Council on... more...	○○○○○○○○	Assembly Appropriations Committee	08/30/2019 more...	In ASSEMBLY Committee on APPROPRIATIONS: Held in...	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 127	Transportation Funding: Active Transportation: Streets	Wiener (D)	Establishes an Active Transportation Asset Branch within the Transportation Asset Management Office... more...	○○○○○○○○	To Governor	09/19/2019 more...	*****To GOVERNOR.	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 137	Federal Transportation Funds: State Exchange Programs	Dodd (D)	Authorizes the Department of Transportation to allow federal transportation funds that are... more...	○○○○○○○○	To Governor	09/19/2019 more...	*****To GOVERNOR.	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 152	Active Transportation Program	Beall (D)	Requires that a percentage of available funds be awarded to projects selected by MPOs in urban... more...	○○○○○○	Senate Appropriations Committee	05/16/2019 more...	In SENATE Committee on APPROPRIATIONS: Held in...	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 228	Master Plan on Aging	Jackson (D)	Requires the secretary, in coordination with the Director of the California Department of Aging, to... more...	○○○○○○○○	To Governor	09/19/2019 more...	*****To GOVERNOR.	10/13/2019 Governor Deadline
<input type="checkbox"/> CA SB 235	Planning and Zoning: Housing Production Report	Dodd (D)	Authorizes the county and the city of Napa to reach a mutually acceptable agreement to allow one of... more...	○○○○○○○○	To Governor	09/20/2019 more...	*****To GOVERNOR.	10/13/2019 Governor Deadline

BILL	TITLE	AUTHOR	SUMMARY	PROGRESS	LOCATION	LAST STATUS	UPCOMING DATES	EFFECT'
<input type="checkbox"/> CA SB 330	Housing Crisis Act	Skinner (D)	Requires a local agency that proposes to disapprove a housing development project that complies... more...	o o o o o o o o	To Governor	09/19/2019 *****To GOVERNOR. more...	10/13/2019	Governor Deadline
<input type="checkbox"/> CA SB 400	Reduction of Greenhouse Gases Emissions: Mobility	Umberg (D)	Provides that the term mobility option also includes bike sharing and electric bicycles under the... more...	✔	Chaptered	09/06/2019 Chaptered by Secretary of State. Chapter No. 2019-271 more...	10/13/2019	Governor Deadline [code im
<input type="checkbox"/> CA SB 526	Regional Transportation Plans: Greenhouse Gas Emissions	Allen (D)	Requires the State Board of Air Resources to adopt a regulation that requires a metropolitan... more...	o o o o o o	Senate Appropriations Committee	05/16/2019 In SENATE Committee on APPROPRIATIONS: Held in... more...	10/13/2019	Governor Deadline



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 10/07/2019
Subject: RECEIVE information regarding Federal Railway Administration Pedestrian Trespassing Safety Summit.
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: 15
Referral Name: Safety of freight trains, rail corridors...
Presenter: John Cunningham, DCD **Contact:** Colin Piethe
(925)674-7755

Referral History:

This is a new issue being brought to TWIC.

Referral Update:

On 6/11/2019, The Federal Railroad Administration (FRA) sent a letter to each of the County Supervisors regarding their 2017 study of trespass-related pedestrian fatalities on railways. The letter noted that trespass-related pedestrian fatalities have increased by 18% in recent years; from 725 in 2012 to 855 in 2017. The FRA also found that 6 of the 10 Counties with the highest number of collisions are located in California, including Contra Costa County, which has seen 55 fatalities during that five year time period.

In response to this increase in fatalities, the FRA developed the National Strategy for Trespass on Railroad Property in December 2018. One of the strategies identified in the plan is to partner with local jurisdictions and stakeholders. The FRA has begun to organize regional Railroad Trespassing Summits across the Nation to raise awareness and drive resources towards this pressing safety issue. The FRA has requested the assistance of Contra Costa and Alameda Counties in planning a summit in the East Bay area in May 2020.

On a project introduction phone call on 7/10/2019, FRA staff explained to Department of Conservation and Development (DCD) and Public Works (DPW) staff that they are organizing three summits in California; one in Northern, Central, and Southern California. FRA staff requested assistance from Alameda and Contra Costa staff with several tasks: 1. Contacting the County's local jurisdictions to request that their elected officials and relevant staff to participate in the summit, 2. Identifying a venue for hosting the summit, and 3. Assisting with marketing and communications to spread the word about the summit.

Recommendation(s)/Next Step(s):

Staff from Alameda and Contra Costa have been working together to identify a suitable location.

Other next steps involve ongoing coordination with FRA contacts and identifying appropriate County staff to attend the summit, including the Supervisors, council members, mayors, transportation planners, engineers, staff specializing in homeless issues, and communications staff. Staff will also develop a plan for engaging local jurisdictions throughout the County to request that they attend the summit.

Fiscal Impact (if any):

Unknown. County staff has requested that FRA identify/provide funding sources to cover staff time and resources.

Attachments

Federal Railroad Admn Mitchoff



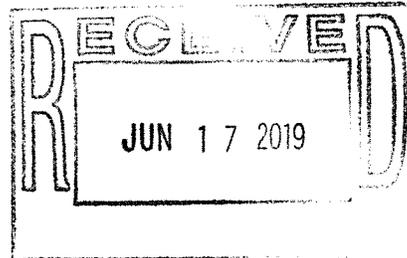
U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

JUN 11 2019

Supervisor Karen Mitchoff
4th District
Contra Costa County Board of Supervisors
2151 Salvio Street, Suite R
Concord, CA 94520



Dear Supervisor Mitchoff:

The Federal Railroad Administration (FRA) is committed to reducing the recurring and dangerous act of trespassing along railroad rights-of-way. To raise awareness and take a positive step to reduce this danger, FRA would like to partner with you to plan and host a Railroad Trespassing Summit in your county in the next 12 months.

Trespassing on railroad property is the leading cause of all rail-related deaths in the United States. More people are struck and killed by trains each year while trespassing—illegally entering or remaining on a railroad right-of-way—than in motor vehicle collisions with trains at highway-rail grade crossings. Between 2012 and 2017, the annual number of trespass-related pedestrian fatalities increased 18 percent—from 725 in 2012 to 855 in 2017.

FRA formed a team of experts to study the problem in late 2017, which found that of the 3,100 counties and county equivalents in the United States, approximately 14 percent of all trespassing fatalities occurred in 10 counties in 4 different states over that 5-year period. These counties are:

- Los Angeles County, California—119 fatalities
- Cook County, Illinois—96 fatalities
- San Bernardino County, California—59 fatalities
- Alameda County, California—56 fatalities
- Broward County, Florida—55 fatalities
- Contra Costa County, California—55 fatalities
- Riverside County, California—55 fatalities
- Palm Beach County, Florida—54 fatalities
- Harris County, Texas—50 fatalities
- San Joaquin County, California—50 fatalities

In December 2018, FRA developed the National Strategy for Trespass Prevention on Railroad Property (National Strategy). This document, available at <https://www.fra.dot.gov/eLib/Details/L19817>, details and outlines FRA's strategies aimed at reducing railroad trespassing and sets milestones for their implementation, which focus on four strategic areas:

- (1) Data gathering and analysis;
- (2) Community site visits;
- (3) Funding; and
- (4) Partnerships with affected stakeholders.

As outlined in strategic area (4), above, and in Milestones 18 and 19 of the National Strategy, FRA intends to partner with local community leaders from the top 10 counties in hosting Railroad Trespassing Summits. At these summits, communities will work with FRA to develop local strategies to save lives by reducing trespassing on railroad property.

FRA seeks your assistance with hosting a Railroad Trespassing Summit in your county. We ask that you provide a point of contact (POC) who will work alongside members of FRA to coordinate and facilitate a Railroad Trespassing Summit to occur in the next 12 months.

Please have your selected POC contact Mr. Michail Grizkewitsch at 202-493-1370 or michail.grizkewitsch@dot.gov or Ms. Monica Shaw at 202-493-6299 or monica.shaw@dot.gov. A representative from your FRA region will contact your POC to discuss planning, scheduling, and coordinating the Railroad Trespassing Summit.

Sincerely,



Karl Alexy
Acting Associate Administrator for Railroad Safety



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 10/07/2019
Subject: RECEIVE update on Transportation, Water, and Infrastructure Committee referrals, DIRECT staff as appropriate.
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: 11
Referral Name: Monitor and report on the East Contra Costa County Habitat Conservation Plan
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

Updates and reports on referrals to the Transportation, Water, and Infrastructure Committee are provided on an as needed/as available basis. TWIC referrals for 2019 can be found here: <https://www.contracosta.ca.gov/DocumentCenter/View/60449/TWIC-Referrals-UPDATED?bidId=>

Referral Update:

TWIC Referral #11: *Monitor and report on the East Contra Costa County Habitat Conservation Plan (ECCHCP)*

Update: The ECCHCP produces an annual report (attached) covering their activities in 2018 which includes project permitting, land acquisition, habitat restoration, and partnerships (acquisition, management, restoration).

Recommendation(s)/Next Step(s):

RECEIVE updates on referrals to the Transportation, Water, and Infrastructure Committee, DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Attachments

ECCCHCP-Year In Review 2018

2018 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 ("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

Juan Antonio Banales
City of Pittsburg

Diane Burgis
Contra Costa County

Tuija Catalano
City of Clayton

Randy Pope
City of Oakley



Land Acquisition



Habitat Restoration



Project Permitting



Partnerships

The East Contra Costa County Habitat Conservancy continued to implement the East Contra Costa County HCP/NCCP. In 2018, streamlined permitting through the ECCC HCP/NCCP provided permit coverage for 28 economic development, infrastructure, and habitat restoration projects. The Conservancy, together with East Bay Regional Park District, acquired two properties totaling 300 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 2018, one new restoration project was constructed — the Horse Valley 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 2018, 28 projects received take coverage under the Plan, including 11 urban development projects, 2 rural infrastructure projects, 12 rural operations and maintenance projects, and 3 Preserve System activities. These projects total approximately 173 acres of permanent impacts and 100 acres of temporary impacts on terrestrial land cover types; 0.34 acres of permanent impacts and 0.72 acres of temporary impacts on aquatic habitats; and 158 linear feet of permanent impacts and 1,417 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, 17 covered projects and 2 Conservancy restoration projects have benefitted from coordinated permitting under the RGP.

Permitting Program Highlights:

- Kirker Pass Road Northbound Truck Climbing Lane: The Contra Costa County Public Works Department, in cooperation with the California Department of Transportation District 4, received coverage under the HCP/NCCP for this project. Kirker Pass Road is frequently used by commuters and has heavy truck traffic. With sustained grades steeper than 8%, trucks are unable to match the speed of other vehicles on the roadway, causing significant congestion and creating a safety hazard. The project will improve safety for motorists and bicyclists along this stretch of the road. Project elements include roadway widening for the truck climbing lane, paved shoulders for future Class II bike lanes, relocation of drainage features, retaining wall construction, installation of signage and striping, construction of two bioretention areas, and relocation of other existing roadside features.
- Sciortino Ranch Development Project: The City of Brentwood permitted the Sciortino Ranch Development project which included the development of a 52+/- acre property into a master planned residential community. The proposed project includes 326 single-family residential houses, 11 non-residential parcels dedicated for landscaping, park, and stormwater treatment use, and the infrastructure improvements necessary to support the development of the project.

ACTIVITIES BY THE NUMBERS

Projects Permitted

In 2018: 28
Cumulative: 159

Mitigation Fees

In 2018: \$2,318,634
Cumulative: \$18,729,000

Acres Impacted

In 2018: 173
Cumulative: 801

Restoration Projects

In 2018: 1
Cumulative: 11

Acres Acquired

In 2018: 300
Cumulative: 14,106

Grants & CTR

In 2018: \$3,224,934
Cumulative: \$72,550,000

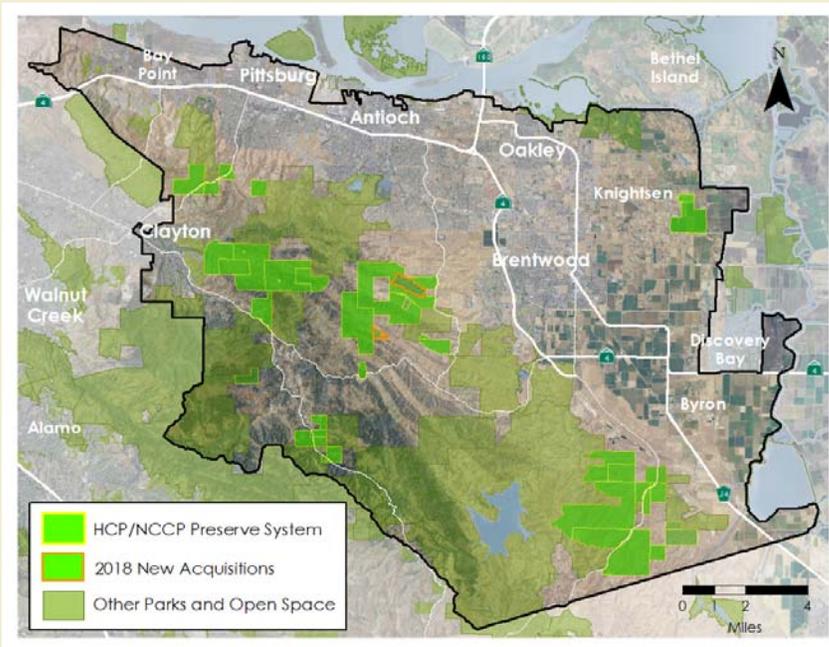
Partnerships

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 300 acres of newly protected land in 2018.

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 eleven years of Plan implementation. In 2018, two properties were acquired, adding 299.5 acres of land to the Preserve System. All but one acquisition to date, totaling 14,106 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 11 of Plan implementation.
- Acquisition of the Roddy Ranch Golf Course adds 230 more preserved acres to the protected Roddy Ranch and Roddy Home Ranch properties, bringing the Roddy Ranch acquisitions to 2,132 acres. The Roddy Ranch Golf Course will offer restoration opportunities for the Conservancy.
- The Poppi/Halstead property also adds to the protection of important habitat and habitat connectivity in Briones Valley.

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, eleven restoration projects have been constructed. These restoration projects provide a range of benefits to covered species.

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 2018 — The Horse Valley Creek and Wetland Restoration Project. The project is located in Horse Valley on the Roddy Ranch property. The project created 37 seasonal wetland basins, totaling over 2 acres of new wetland habitat. These pools were designed to provide habitat for vernal pool listed invertebrates and plants, and includes a larger pond along the restored channel intended to provide suitable breeding habitat for California red-legged frog. The project also included filling of 2,420 linear feet of disturbed, straightened channel and establishment of 4,150 linear feet of restored channel for a net gain of 585 linear feet of creek.

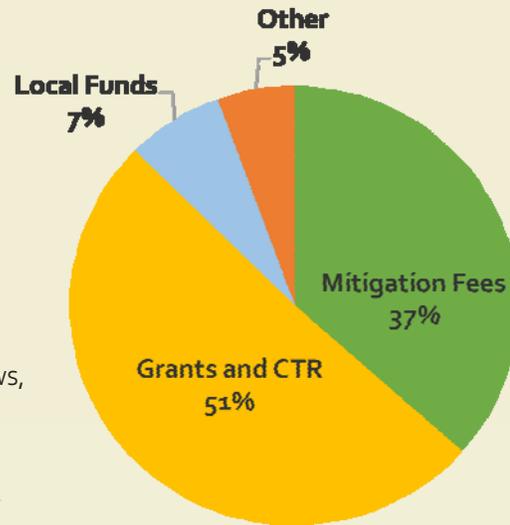


Horse Valley Creek and Wetland Restoration Project, March 2019

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.

<u>Revenue in 2018</u>	<u>Amount</u>
Mitigation Fees ¹	\$2,318,634
Grants and CTR ²	\$3,224,934
Other ³	\$350,396
Local Funds ⁴	\$448,836
Total	\$6,342,800



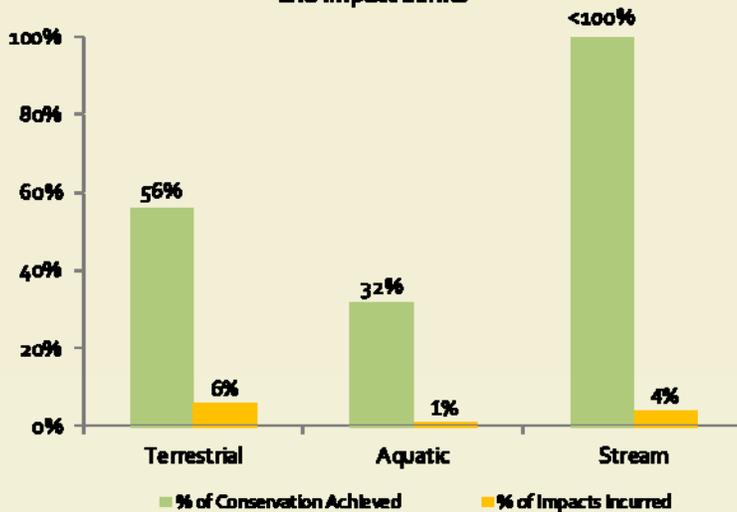
¹ Development fees, wetland fees, and temporary impact fees.

² These are grants from various state and federal agencies including CDFW, USFWS, and WCB. The amount shown includes grant funds spent (not grants awarded). "CTR" are Contributions to Recovery, and includes temporary impact fees.

³ Other includes staff time/administrative fees, interest, and miscellaneous.

⁴ Local funding includes contributions by the East Bay Regional Park District of its own funds or grant funds for joint acquisitions and preserve management.

Progress Toward Conservation Goals and Impact Limits



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 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 2018 Annual Report.

PARTNERS IMPLEMENTING THE HCP/NCCP

City of Brentwood
 City of Clayton
 City of Oakley
 City of Pittsburg
 Contra Costa County
 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 representatives
 Building Industry Association of the Bay Area
 California 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.

The HCP/NCCP Overview booklet and the 2018 Annual Report can be both downloaded from the website. To reach the Conservancy, please contact maureen.parkes@dcd.cccounty.us or 925-674-7831.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

10.

Meeting Date: 10/07/2019

Subject: RECEIVE update on the Accessible Transportation Strategic Plan, RECOMMEND that the Board of Supervisors make appointments to the oversight committees

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 18

Referral Name: Review transportation plans and services for specific populations, including but not limited to the...Contra Costa Accessible Transportation Strategic Plan

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

The Contra Costa Transportation Authority and the County jointly developed a Caltrans Sustainable Communities grant to fund the Accessible Transportation Strategic (ATS) Plan. The grant was awarded in May 2018.

The ATS Plan will, 1) review existing, individual operations, 2) review the potential for a more coordinated, countywide program, and 3) develop a phased implementation plan for the recommendations.

Referral Update:

The ATS Plan includes an Oversight Committee Structure (draft attached) which has several seats for County representatives. CCTA is requesting that agencies make appointments.

Staff is requesting that the Committee discuss the options for County appointments and provide direction.

Policy Advisory Committee

- Board of Supervisors: TBD
- Contra Costa Health Services(CCHS): Chris Farnitano*

Technical Advisory Committee

- Matt White, Health Services*

- Mendaline Singh, Pamela Lee*
- John Cunningham, County Planning representatives/study oversight

*Nominated by CCHS

Miscellaneous Updates

Study Progress: Internal meetings with the consultant (Nelson-Nygaard), CCTA, and County staff have been ongoing since the grant award in 2018. The first meeting of the Technical Advisory Committee is tentatively scheduled for late October 2019 with a convening of the Policy Committee some time after that.

Proposed March 2020 - Transportation Expenditure Plan: The ATS Plan was discussed during CCTA's recent effort to develop a Transportation Expenditure Plan (TEP) for potential consideration by the voters on the March 2020 ballot. In the event the measure passes the ATS Plan will guide expenditures in Program 24: Accessible Transportation for Seniors, Veterans, and People with Disabilities.

Recommendation(s)/Next Step(s):

RECEIVE update on the Accessible Transportation Strategic Plan, DISCUSS options for County oversight committee appointments, RECOMMEND that the Board of Supervisors make appointments to the Policy and Technical Advisory Committees.

Fiscal Impact (if any):

None.

Attachments

ATS Plan - DRAFT Oversight Structure

Appendix 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. 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.

The ATS Plan will be guided by three separate Advisory Committees with each having differing areas of focus, *Policy*, *Technical*, and *Rider*. 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 Committee¹

Structure Notes: Planning processes in Contra Costa are typically overseen by the Regional Transportation Planning Committees (RTPCs)². 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 ³	4. WestCAT
5. CCTA Member	6. Contra Costa Board of Supervisors
7. Subject Matter Expert/NGO/Advocate: Disabled ⁴	8. Alternate: Subject Matter Expert/NGO/Advocate: Disabled ⁴
9. Subject Matter Expert/NGO/Advocate: Senior ⁴	10. Alternate: Subject Matter Expert/NGO/Advocate: Senior ⁴

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

² 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).

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

⁴ 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.

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.

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 ⁵	2. Tri Delta Transit ⁵
3. County Connection ⁵	4. WestCAT ⁵
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 ⁵	12. TRANSPLAN Staff/designee ⁵
13. WCCTAC Staff/designee ⁵	14. TRANSPAC Staff/designee ⁵
15. Veterans Transportation	16. MTC Staff Liaison
17. County Emergency Operations (on an ad hoc basis)	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
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Study Contacts:

Peter Engel, Director of Programs Contra Costa Transportation Authority 925-256-4741 pengel@ccta.net	John Cunningham, Principal Planner Contra Costa County 925-674-7833 john.cunningham@dcd.cccounty.us
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⁵ 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.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

11.

Meeting Date: 10/07/2019
Subject: Communication, News, Miscellaneous Items of Interest
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

"Communication, News, Miscellaneous Items of Interest" is provided to TWIC on as needed basis.

Referral Update:

9/23/2049 Email: Leland Frayseth to the California Water Commission

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Attachments

L.Frayseth to CWC(9-23-19)

John Cunningham

From: Leland Frayseth
Sent: Monday, September 23, 2019 12:03 PM
To:

Cc:

Subject: Scary Tunnel, Oroville, Los Vaqueros public comment

Dear California Water Commission (CWC) Commissioners Quintero, Baker, Ball, Byrne, Curtin, Herrera, Alvarado, Swanson, staff and the public.

This is my 25th letter over the past 2 years to the CWC. Please accept the following public comment in response to Department of Water Resources Director Karla Nemeth's presentation at the 2019-09-18 CWC meeting.

Please watch my video comment at this link <https://youtu.be/rvm7r4hYcWs>

I am sharing this video comment on the Coastside Fishing Club forum and the Bethel Island facebook group.

Please engage with fishermen, fisherwomen, Delta farmers, Delta residents and boaters at a 2020 offsite CWC meeting like you met with Central Valley farmers and ranchers in 2019.

Thank you, Leland Frayseth
35 year Contra Costa Water District customer
Sacramento river salmon fisherman