



Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

October 12, 2020, 9:00 A.M.
61025 Escobar Street, Room TBA, Martinez**

****Meeting Remotely until further notice****

To slow the spread of COVID-19, the Health Officer's Shelter Order of April 29, 2020, prevents public gatherings ([Health Officer Order](#)). In lieu of a public gathering, the Transportation, Water & Infrastructure meeting will be available via remote access per Governor's Executive Order N29-20.

Supervisor Candace Andersen, Chair
Supervisor Karen Mitchoff, Vice Chair

Meeting Process

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

Persons who wish to address the TWI Committee during public comment or with respect to an item that is on the agenda may submit public comments before or during the meeting by email, voicemail or online participation as described below:

- 1) Email to transportation@dcd.cccounty.us In the subject line, please include "TWIC" and enter the agenda item number and description.
 - 2) Voicemail at (925) 674-7833. The caller should start the message by stating "TWIC public comments – not on the agenda" or "TWIC public comments – agenda item #", followed by the caller's name and comments.
 - 3) To participate in the meeting please click this link: <https://cccountyus.zoom.us/j/98199902819>
Request to speak by using the "raise hand" function. Meeting ID: [981 9990 2819](#)
 - 4) To participate directly in the meeting by phone call: (USA) [888-278-0254](#) Toll free
or (USA) [214-765-0478](#) US Toll
Enter conference code: [198675](#), request to speak by dialing [#2](#)
- * Commenters will be limited to three (3) minutes each;
* Comments submitted by email or voicemail will be included in the record of the meeting but will not be read or played along during the meeting.

Transportation, Water, and Infrastructure Committee Agenda

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 August 10, 2020, 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 5
4. **RECEIVE update from staff on the Carquinez Strait Scenic Loop Trail planning effort and provide DIRECTION as appropriate.** (Colin Piethe, Department of Conservation and Development) Page 8
5. **RECEIVE the Report on PG&E Coordination with Cities and Contra Costa County for Street Light Maintenance and DIRECT county staff on actions to secure revisions to the Letter of Understanding (LOU) for the maintenance of PG&E streetlights in Contra Costa County and MONITOR its implementation by PG&E.** (Rochelle Johnson, Department of Public Works) Page 74
6. **CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development) Page 86
7. **RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development) Page 92
8. The next meeting is currently scheduled for November 9, 2020.
9. Adjourn

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

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

Public comment may be submitted via electronic mail on agenda items at least one full work day

prior to the published meeting time.

For Additional Information Contact:

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

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

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 10/12/2020

Subject: REVIEW record of meeting for August 10, 2020, 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 Augusts 10, 2020, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

August 2020 TWIC Minutes

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR
August 10, 2020

Supervisor Candace Andersen, Chair
Supervisor Karen Mitchoff, Vice Chair

Present: Candace Andersen, Chair
Karen Mitchoff, Vice Chair

Staff Present: John Cunningham; Jeff Valeros; Colin Piethe; Jerry Fahy; Jody London; Lia Bristol;
Maureen Toms

Attendees: Mark Watts, Wylie Hughs

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).

Mr. Wylie Hughs introduced himself as an interested member of the public.

No further public comment.

3. Staff recommends approval of the attached Record of Action for the July 13, 2020, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

4. RECEIVE staff report and RECOMMEND that the Board of Supervisors approve the submission of grant applications to the State Department of Transportation under the Highway Safety Improvement Program.

The Committee RECEIVED the report and unanimously APPROVED the recommendations.

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

The Committee RECEIVED the report from Mr. Watts.

6. RECEIVE information and DIRECT staff as appropriate.

The Committee RECEIVED the report.

7. The next meeting is currently scheduled for September 14, 2020.
 8. Adjourn
-

For Additional Information Contact:

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



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 10/12/2020
Subject: Introduction to Carquinez Strait Scenic Loop Trail planning efforts
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,
Department: Conservation & Development
Referral No.: 2, 5
Referral Name: Review applications for grants...Review projects, plans and legislative matters that may affect the health of the San Francisco Bay and Delta
Presenter: Colin Piethe, DCD **Contact:** (925)588-5269

Referral History:

In late 2018, staff from the Metropolitan Transportation Commission (MTC) working on the Bay Trail and Bay Area Ridge Trail approached Contra Costa County asking for participation in their Carquinez Strait Scenic Loop Trail (CSSLT) working group. The working group identified grant funding from the California Coastal Conservancy for a small planning study, and requested that Contra Costa County lead this study on the feasibility of closing gaps throughout the Trail.

The study will identify any fatal flaws related to closing gaps on the Contra Costa County side of the trail with bicycle and pedestrian infrastructure and present a vision for the completion of the Loop Trail. Pending the results of the fatal flaw analysis, staff will study one or two gaps in greater detail.

This item was first heard at TWIC on May 14, 2019 where the committee approved a grant application to MTC for Coastal Conservancy funding for the CSSLT Gap Closure Study.

Referral Update:

The Carquinez Strait Scenic Loop Trail is a multi-use path that forms a loop between the Carquinez and Benicia Bridges, with the trail running through Contra Costa and Solano Counties.

Subsequent to meeting with TWIC in May 2019, the Board of Supervisors authorized DCD staff to receive grant funding for the CSSLT Gap Closure Study in July. As of October 1, 2020, DCD and MTC staff selected Questa Engineering to be the lead consultant on this study after completing a competitive bid process. The study was phased into multiple tasks:

1: Identify any “fatal flaws” related to closing existing gaps with bicycle and pedestrian infrastructure, such as right-of-way or physical constraints. Pending the results of this analysis,

the study will continue to either:

2A: narrow the study's focus to one or two gaps, or

2B: revisit the study of potential trail alignments to identify a preferred alignment, including interim options.

3: Development of a Vision Plan

The Vision Plan for the future of the trail is being presented to TWIC and other CSSLT partners such as local jurisdictions along the trail, Caltrans, East Bay Regional Park District, etc. Staff's presentation to TWIC at their October meeting is part of this outreach effort. The Vision Plan, in depicting the completed project, helps to ensure that each individual project is valued as contributing to the complete vision and each plays a critical part in making it a reality.

The Gap Closure portion of the effort will be complete in Spring 2021 with preliminary information provided in this presentation.

Recommendation(s)/Next Step(s):

RECEIVE update from staff on the Carquinez Strait Scenic Loop Trail planning effort and provide DIRECTION as appropriate.

Fiscal Impact (if any):

No Fiscal Impact. Previously approved grant funds are being used and staff time is covered within existing budgets.

Attachments

CSSLT Presentation to TWIC Oct. 2020

CSSLT Vision Plan



Carquinez Strait Scenic Loop Trail

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An aerial photograph of a coastal landscape. In the foreground, a winding dirt trail snakes through rolling hills covered in sparse vegetation and trees. To the left, a paved road runs parallel to a large body of water, likely a reservoir or lake. In the background, a range of mountains is visible under a clear sky. The text "TRAIL OVERVIEW" is overlaid in large, bold, white capital letters on the left side of the image.

TRAIL OVERVIEW

Carquinez Strait Scenic Loop



50^{miles}
TOTAL

36^{miles}
RIDGE LOOP

23^{miles}
BAY + DELTA
LOOP



VISION

The **Carquinez Strait Scenic Loop Trail** brings together five regionally significant trails including the **San Francisco Bay Trail**, the **Bay Area Ridge Trail**, the **Great California Delta Trail**, the **San Francisco Bay Area Water Trail** and the **Juan Bautista de Anza National Historic Trail**.

It provides opportunities for **safe, continuous hiking, biking and human-powered boating** around and within the Carquinez Strait by linking a magnificent mosaic of **public lands** that embrace the **historic Carquinez Strait communities** of Martinez, Benicia, Vallejo, Port Costa, and Crockett.





WORKING GROUP MEMBERS



San Francisco Bay Trail

Contra Costa County

Bay Area Ridge Trail

City of Benicia

Great California Delta Trail

Juan Bautista de Anza National Historic Trail

San Francisco Bay Area Water Trail

National Park Service





CARQUINEZ STRAIT SCENIC LOOP PARTNERS



California Coastal Conservancy

California State Parks

Caltrans

City of Benicia

City of Martinez

City of Vallejo

Contra Costa County

Delta Protection Commission

East Bay Regional Park District

Greater Vallejo Recreation District

John Muir Land Trust

John Swett Unified School District

National Park Service

Contra Costa Transportation Authority

West Contra Costa Transportation

Advisory Committee

VALUE OF THE TRAIL

An aerial photograph of a scenic landscape. In the foreground, a winding dirt trail snakes through rolling hills covered in sparse vegetation and patches of trees. To the left of the trail, a paved road runs parallel to a large body of water, likely a reservoir or lake. In the background, a long bridge spans the water, and distant mountains are visible under a clear sky. The overall scene is peaceful and natural.

The Carquinez Strait Scenic Loop
connects Contra Costa County to
10,000 acres of open space
and has benefits including...



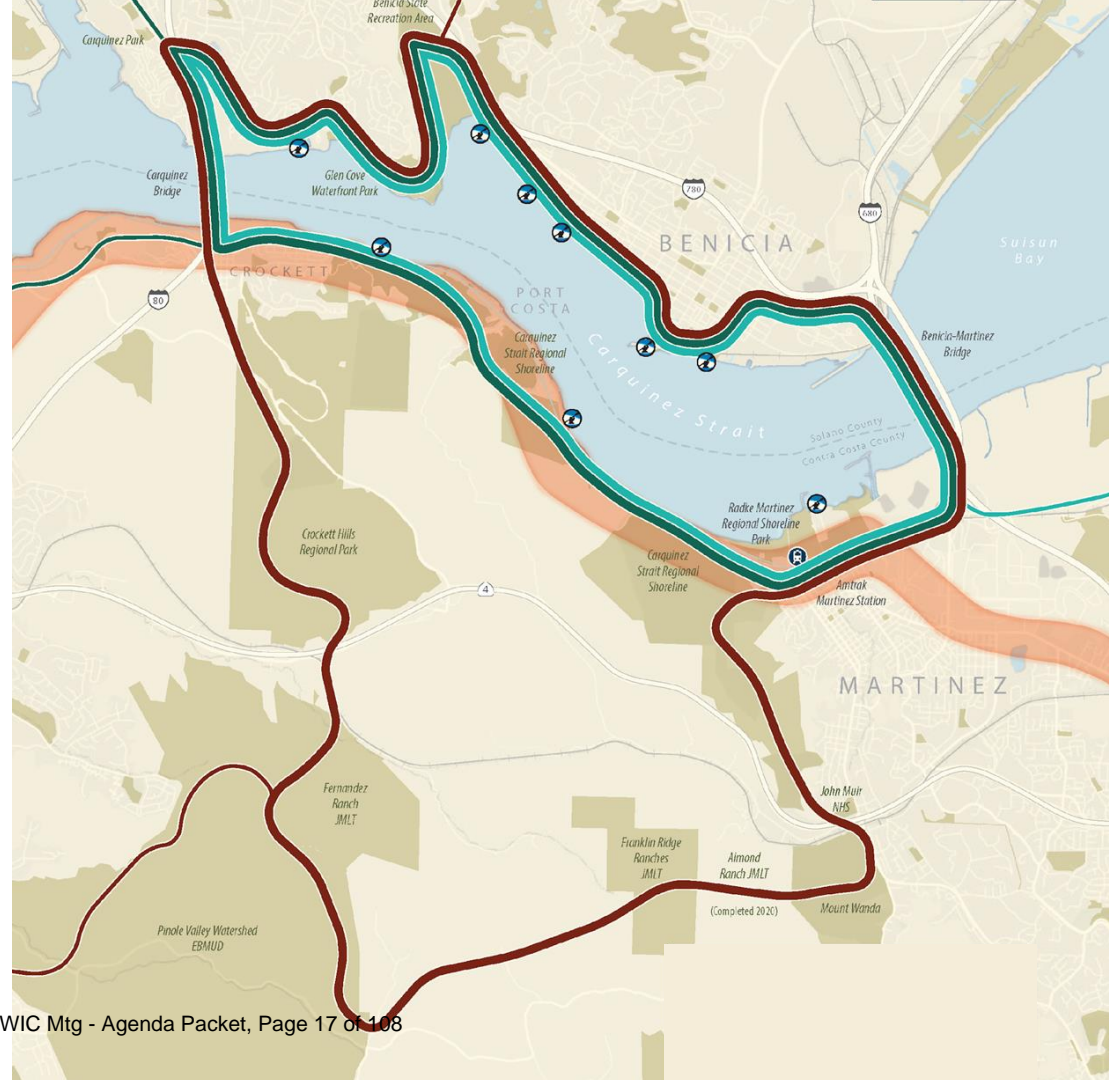
Economic



Social Equity



Public Health and Safety



REMAINING GAPS

An aerial photograph of a large reservoir or lake, with a winding road and a forested ridge in the foreground. The landscape is hilly and semi-arid, with some trees and shrubs. In the background, more hills and a distant town are visible under a clear sky. The text 'REMAINING GAPS' is superimposed in the upper left quadrant.

Remaining Trail Gaps



Gap Name		Length
1	Vallejo Bluff Trail	1.2 miles
2	Glen Cove	0.4 miles
3	Benicia Streets	3.0 miles
4	Mococo Road	0.14 miles
5	Downtown Martinez	3.7 miles
6	Carquinez Shoreline	5.0 miles
7	Almond Ranch	1.1 miles
8	Pereira Road	1.6 miles
9	Christie Road	1.3 miles
10	Crockett Boulevard	0.3 miles

A total of
16.64 miles
of trail gaps
remain!

Gap Name		Length	Regional Trail Designations
1	Vallejo Bluff Trail	1.2 miles	Bay Trail, Ridge Trail, Delta Trail
2	Glen Cove	0.4 miles	Bay Trail, Ridge Trail, Delta Trail, Water Trail
3	Benicia Streets	3.0 miles	Bay Trail, Ridge Trail, Delta Trail, Water Trail
4	Mococo Road	0.14 miles	Bay Trail, Ridge Trail, Delta Trail
5	Downtown Martinez	3.7 miles	Bay Trail, Ridge Trail, Delta Trail, Anza Trail, Water Trail
6	Carquinez Shoreline	5.0 miles	Bay Trail, Delta Trail, Anza Trail, Water Trail
7	Almond Ranch	1.1 miles	Ridge Trail Open in October 2020!
8	Pereira Road	1.6 miles	Ridge Trail
9	Christie Road	1.3 miles	Ridge Trail
10	Crockett Boulevard	0.3 miles	Ridge Trail

This includes
11.5 miles
 of trail gaps in
 Contra Costa
 County

Gap Name		Length	Regional Trail Designations
1	Vallejo Bluff Trail	1.2 miles	Bay Trail, Ridge Trail, Delta Trail
2	Glen Cove	0.4 miles	Bay Trail, Ridge Trail, Delta Trail, Water Trail
3	Benicia Streets	3.0 miles	Bay Trail, Ridge Trail, Delta Trail, Water Trail
4	Mococo Road	0.14 miles	Bay Trail, Ridge Trail, Delta Trail
5	Downtown Martinez	3.7 miles	Bay Trail, Ridge Trail, Delta Trail, Anza Trail, Water Trail
6	Carquinez Shoreline	5.0 miles	Bay Trail, Delta Trail, Anza Trail, Water Trail
7	Almond Ranch	1.1 miles	Ridge Trail Open in October 2020!
8	Pereira Road	1.6 miles	Ridge Trail
9	Christie Road	1.3 miles	Ridge Trail
10	Crockett Boulevard	0.3 miles	Ridge Trail



4. MOCOCO ROAD

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

Water Trail

0.14 miles

Class I paved multi-use

JURISDICTION

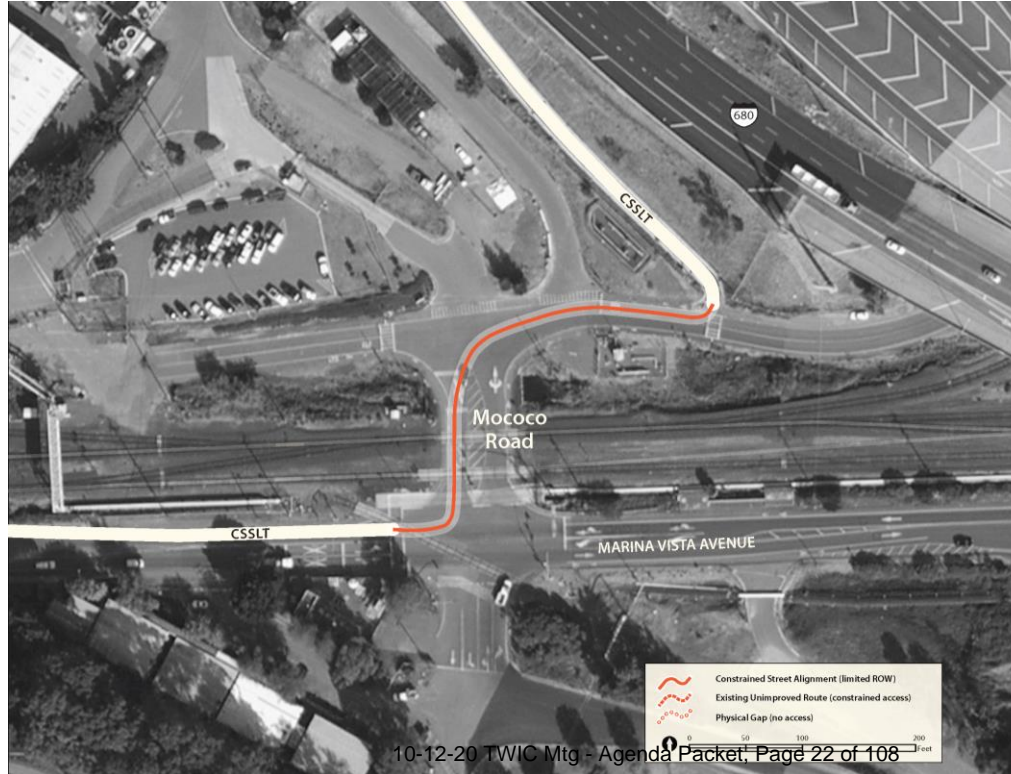
Contra Costa County

OWNERSHIP

Contra Costa County
Union Pacific Railroad
Private Landowners

PARTNERS

Bay Area Toll Authority
Caltrans
Contra Costa County





5. DOWNTOWN MARTINEZ

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

✓ Anza Trail

✓ Water Trail

3.7 miles

Class II bike lanes, sidewalks (city)
Class I paved multi-use (shoreline)

JURISDICTION

City of Martinez
Contra Costa County
East Bay Regional Park District

OWNERSHIP

City of Martinez
Contra Costa County
East Bay Regional Park District

PARTNERS

City of Martinez
Contra Costa County
East Bay Regional Park District



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6. CARQUINEZ SHORELINE

✓ Bay Trail

Ridge Trail

✓ Delta Trail

✓ Anza Trail

✓ Water Trail

5.0 miles

Class II bike lanes, sidewalks (city)
Class I paved multi-use (shoreline)

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County

PARTNERS

Contra Costa County
East Bay Regional Park District



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8. PEREIRA ROAD

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.6 miles

Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County (right of way)

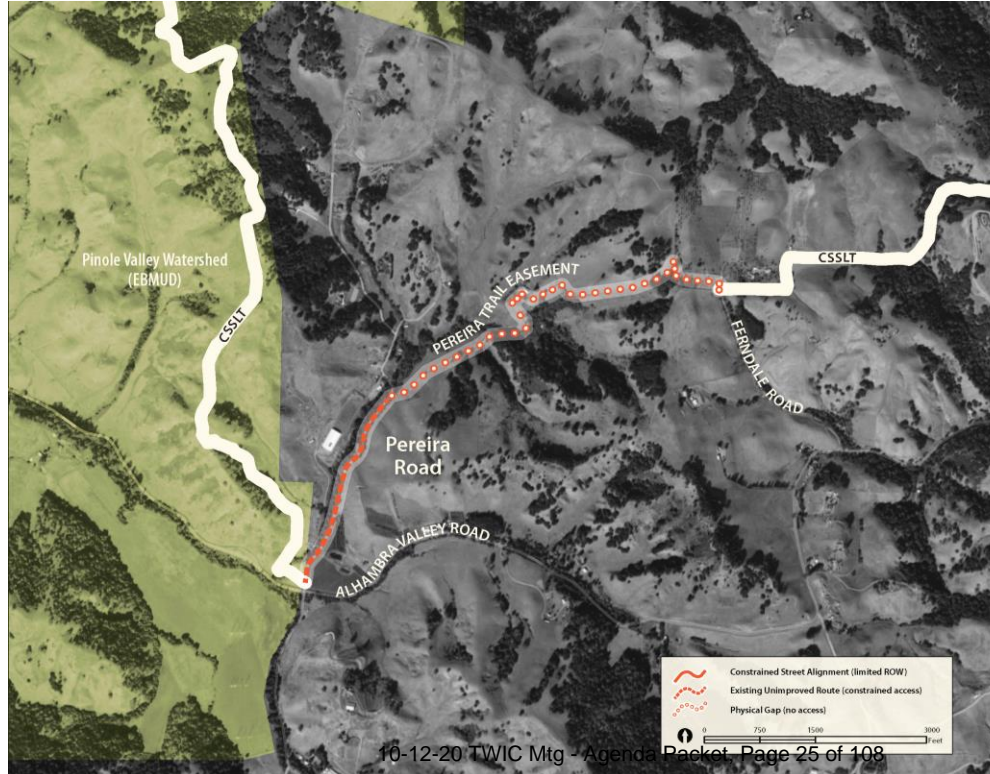
East Bay Regional Park District

Private Landowner

PARTNERS

Contra Costa County

East Bay Regional Park District



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9. CHRISTIE ROAD

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.3 miles

Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Caltrans

Contra Costa County

East Bay Regional Park District

Union Pacific Railroad

Private Landowner

PARTNERS

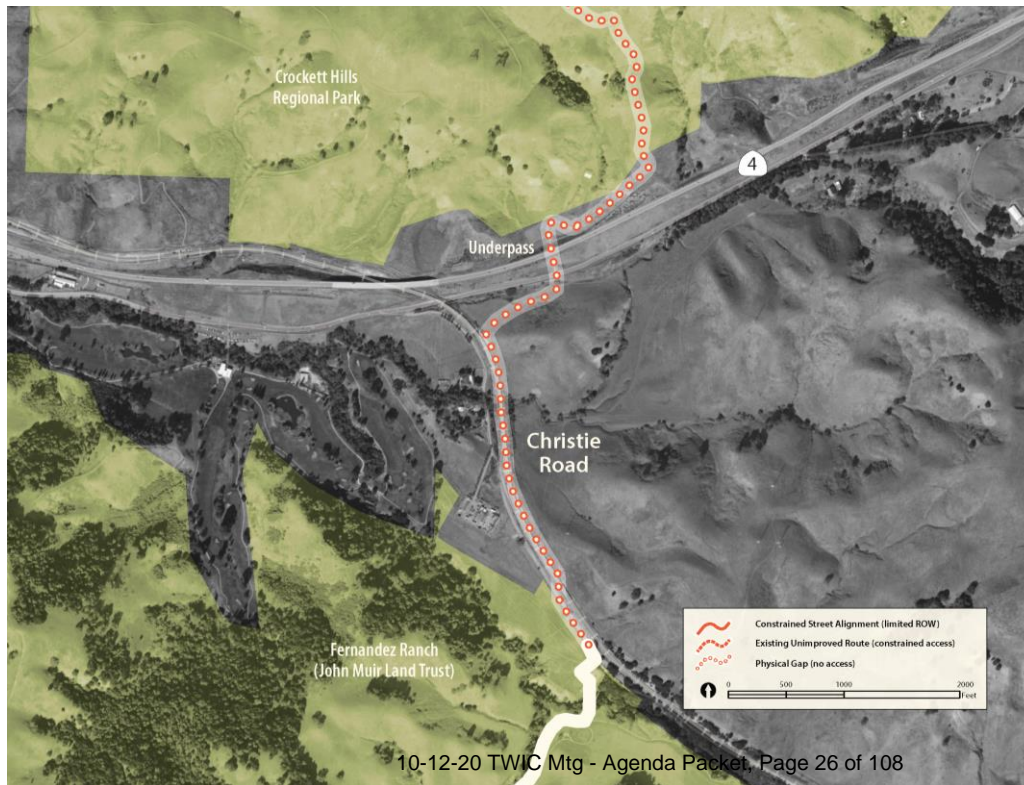
Caltrans

Contra Costa County

East Bay Regional Park District

John Muir Land Trust

Union Pacific Railroad



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10. CROCKETT BOULEVARD

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

0.3 miles
Class I paved multi-use
Recreational trail, low intensity

JURISDICTION
Contra Costa County

OWNERSHIP
Contra Costa County
East Bay Regional Park District
John Swett Unified School District

PARTNERS
Contra Costa County
East Bay Regional Park District
John Swett Unified School District



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ACCESS SITES



Proposed

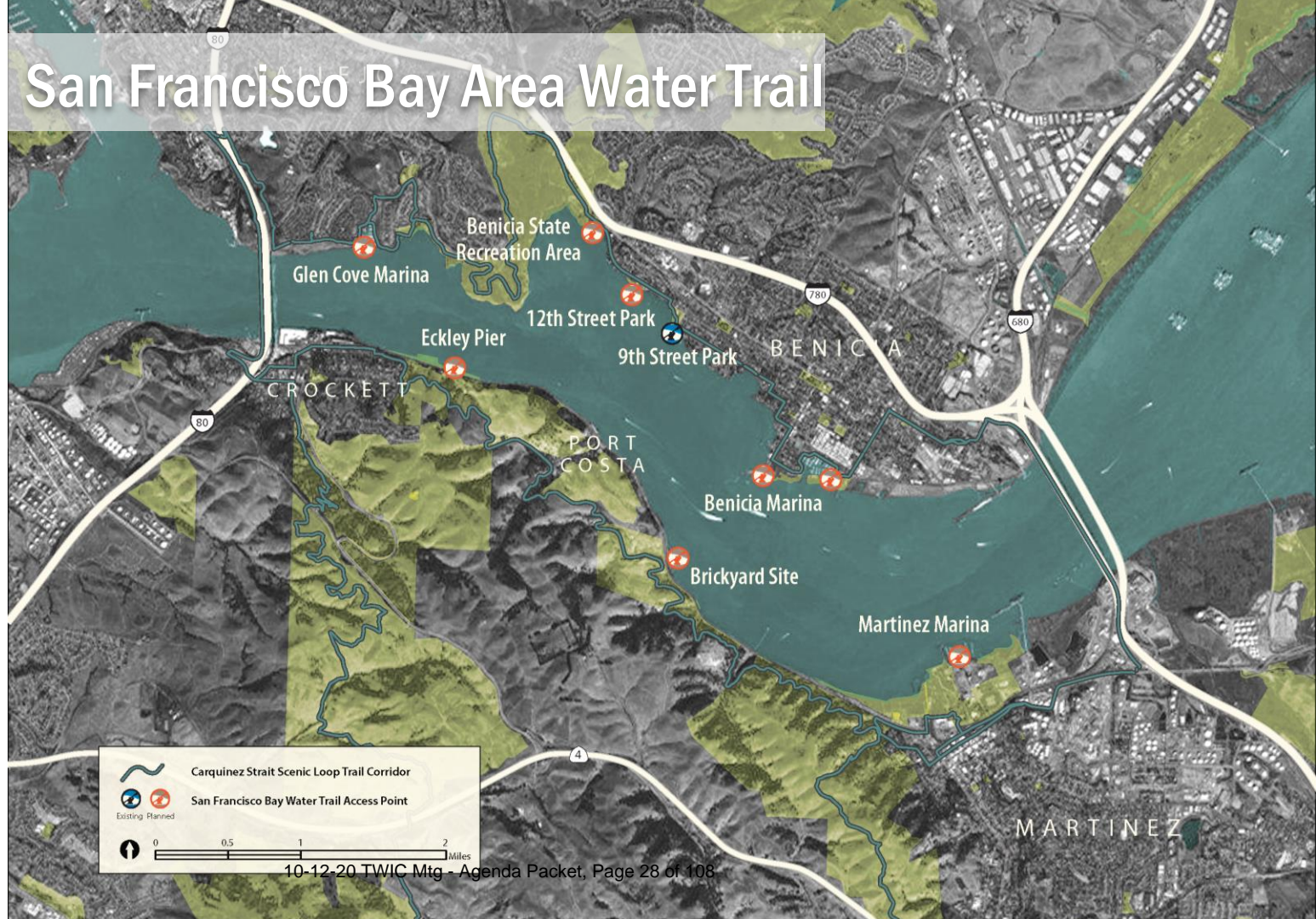
Glen Cove Marina
Eckley Pier
Benicia State
Recreation Area
12th St/ Matthew
Turner Park
Benicia Marina/Point
Pier
Brickyard Site
Martinez Marina



Designated

West 9th St Boat
Launch

San Francisco Bay Area Water Trail



SUCCESSES TO DATE

An aerial photograph of a large reservoir, possibly Lake Berryessa, with rolling hills in the foreground. A winding road is visible on the hills. The background shows distant mountains and some industrial structures. The text "SUCCESSES TO DATE" is overlaid in a large, bold, sans-serif font.



SO FAR...

IN 2 YEARS WE HAVE ALREADY MADE STRIDES

- **Gaps Completed**
 - **Almond Ranch – 1.6 miles**

- **Funding Provided by Trail Partners**
 - **2020 Vision Plan**
 - **National Park Service Rivers and Trails Technical Assistance Program**
 - **San Francisco Bay Trail - \$902,000**
 - **Bay Area Ridge Trail - \$290,000**



SO FAR...

- **Contra Costa County Gap Closure Study**
 - **\$133,000**

- **Major Grant Applications**
 - **2020 Active Transportation Program (ATP) Grants**
 - **Crockett Middle School Trail Connection**
 - **Martinez Regional Shoreline to Negedly Staging Area (EBRPD)**
 - **Vallejo Bluffs Trail (City of Vallejo)**
 - **Rodeo to Crockett Complete Streets Project**

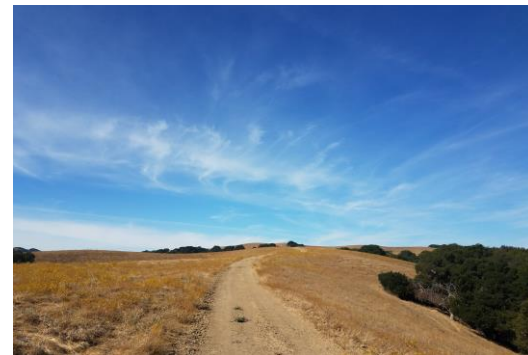


ALMOND RANCH

COMPLETED 2020!



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MILESTONES

2004

Carquinez Bridge – bicycle and pedestrian path and parking opened in 2004.

2007

Benicia-Martinez Bridge – bicycle and pedestrian path opened in 2007.

2010

Rose Drive I-780 Overcrossing– bicycle and pedestrian path across I-780 opened to provide safe access from the Bay Area Ridge Trail into Benicia State Recreation Area.

2012

Glen Cove Waterfront Park – the park was completed in 2012 and serves as a trailhead for the Glen Cove neighborhood in Vallejo

Park Road – bike lane and sidewalk were completed to connect the Benicia Martinez Bridge and Adams Road.

2014

George Miller Trail – a failed roadway was converted to a 1.7 mile dedicated trail in East Bay Regional Park District's Carquinez Regional Shoreline.



MILESTONES

2016

Benicia State Recreation Area – State Parks and City of Vallejo repaved most of the trail through Benicia State Recreation Area.

Fernandez Ranch – John Muir Land Trust's Fernandez Ranch expanded by 483 acres with the addition of Franklin Canyon.

Alvarez Ninth Street Park – designated as a Bay Area Water Trail site in 2016.

2017

Great California Delta Trail – the Delta Trail designated the Carquinez Strait Loop as its alignment in 2017.

Sign Inventory – Ridge/Bay Trail sign inventory completed in 2017 to help with the Solano County alignment.

2019

Sacramento-San Joaquin Delta National Heritage Area – the Delta is designated by Congress as a National Heritage Area.

HOW CAN WE HELP?



WAYS TO HELP

- **Take action to support the Carquinez Strait Scenic Loop Trail Vision**
- **Support County staff in their work on the Carquinez Strait Scenic Loop Trail**
- **Work together to secure and develop funding to complete the Trail**

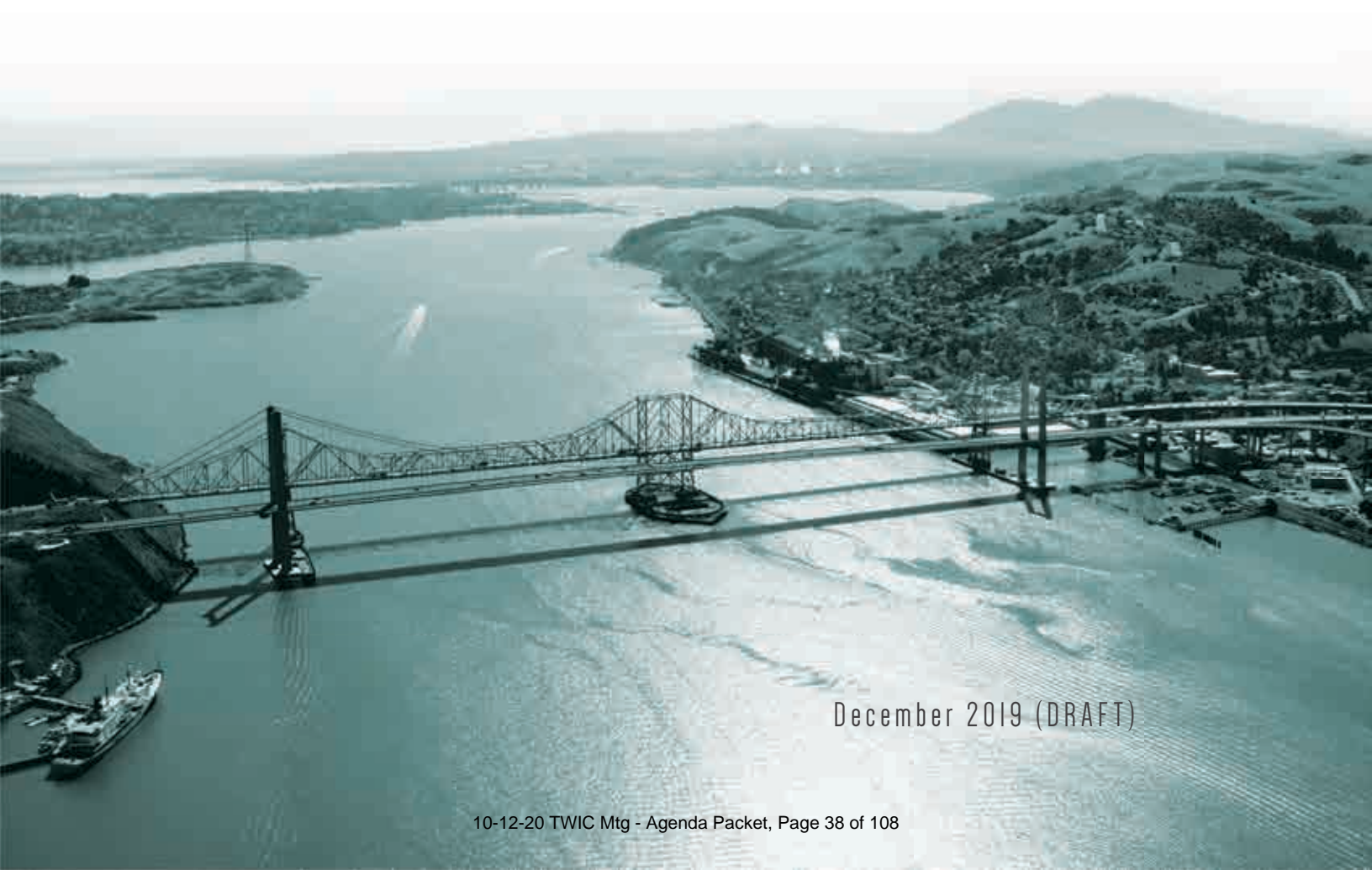
An aerial photograph of a large body of water, likely a bay or river, with a bridge spanning across it in the distance. The foreground features rolling hills with patches of green vegetation and a winding road. The text "THANK YOU" is overlaid in large, bold, black capital letters on the left side of the image.

THANK YOU



VISION SUMMARY

Carquinez Strait Scenic Loop Trail



December 2019 (DRAFT)



PHOTO: Lewis Stewart

COVER PHOTO: Lewis Stewart



VISION

The Carquinez Strait Scenic Loop Trail brings together five regionally significant trails including the San Francisco Bay Trail, the Bay Area Ridge Trail, the Great California Delta Trail, San Francisco Bay Area Water Trail, and the Juan Bautista de Anza National Historic Trail.

It provides opportunities for safe, continuous hiking, biking and human-powered boating around and within the Carquinez Strait by linking a magnificent mosaic of public lands that embrace the historic Carquinez Strait communities of Martinez, Benicia, Vallejo, Port Costa, and Crockett.

San Francisco Bay Trail

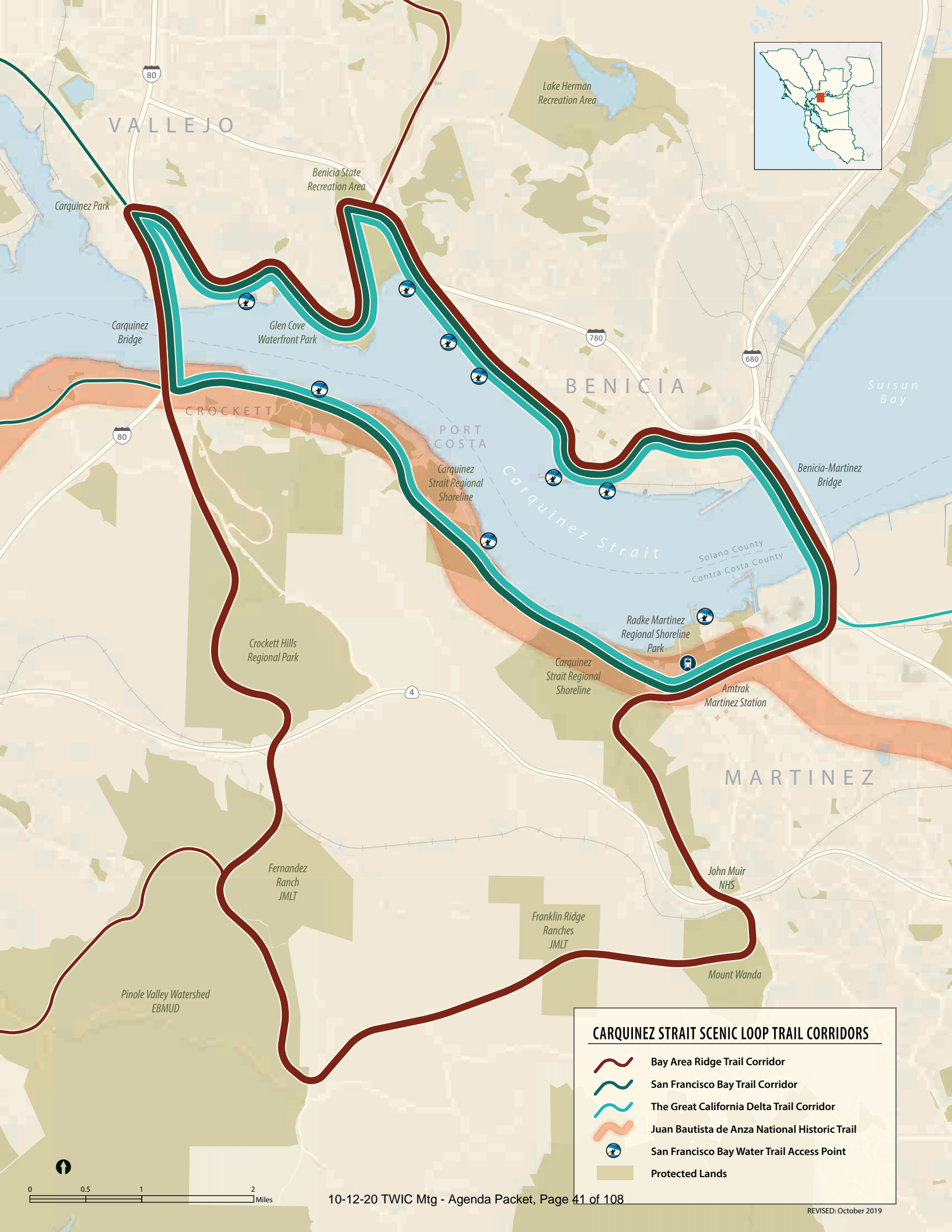
Bay Area Ridge Trail

Great California Delta Trail

San Francisco Bay Area Water Trail

Juan Bautista de Anza National Historic Trail





CARQUINEZ STRAIT SCENIC LOOP TRAIL CORRIDORS

-  Bay Area Ridge Trail Corridor
-  San Francisco Bay Trail Corridor
-  The Great California Delta Trail Corridor
-  Juan Bautista de Anza National Historic Trail
-  San Francisco Bay Water Trail Access Point
-  Protected Lands



CONTEXT



The Bay Area Ridge Trail, the San Francisco Bay Trail, and Great California Delta Trail come together around the Carquinez Strait to form a 50-mile loop. Identified as the Carquinez Strait Scenic Loop Trail (CSSLT), the trail is unique in the San Francisco Bay Area in that it incorporates portions of three regional multi-county trails, and portions of both the Juan Batista de Anza National Historic Trail and the San Francisco Bay Area Water Trail.



In Solano County (Vallejo and Benicia), the CSSLT hugs the shoreline. To the south in Contra Costa County (Martinez, Port Costa, Crockett), the trail splits with the Bay Trail offering sights and sounds along the water and the Ridge Trail providing views of the Strait and the surrounding landscape. The Bay Trail loop is approximately 23 miles while the Ridge Trail loop is approximately 36 miles, with several miles overlapping along the Carquinez Strait.



One of the unique aspects of the Carquinez Strait Scenic Loop is that it encircles a major Bay Area waterway, crossing two interstate bridges—the Al Zampa Carquinez Bridge (Interstate 80) on the west and the Benicia-Martinez Bridge (Interstate 680) on the east. Both bridges have separated pedestrian / bicycle paths. Beyond the Carquinez Strait area, users of the CSSLT can continue to travel on the Ridge, Bay, Delta, Anza, and Water trails to numerous other regional destinations.



Economic Benefits

Closing trail gaps will increase economic activity by encouraging more users to access the five historic downtown areas along the CSSLT including:

BENICIA	former State Capital, 1850 Arsenal, thriving arts community and waterfront access, founded in 1847
MARTINEZ	historic downtown and home to John Muir, founded in 1849
PORT COSTA	historic port town once a railroad ferry port and wheat-shipping port, founded in 1878
CROCKETT	home of C&H sugar factory, waterfront access at Eckley Pier, founded in 1866
VALLEJO	former State Capital, Mare Island naval history, heritage architecture and art gallery districts, founded in 1851

Promoting trail users' access to these communities increases their exposure to local historical sites, restaurants, cafes, overnight accommodations, and other retail establishments.



Public Health Benefits

The physical benefits of hiking, biking, and paddling include: building stronger muscles and bones, improving your sense of balance, improving your heart health, and decreasing the risk of certain respiratory problems. Being in nature can boost your mood and improve mental health. Spending quality time in the great outdoors reduces stress, calms anxiety, and can lead to a lower risk of depression. The San Francisco Bay Trail Project Gap Analysis Study (2005) estimates that trail uses will increase from 2.3 to 5.1 million annually by 2026 due to increases in growth, tourism, recreation, and alternative commute choices. Safe and convenient connections to recreation will accommodate this increase in trail users who would've otherwise driven to parts of the CSSLT, reducing greenhouse gas emissions and improving public health outcomes due to increased rates of exercise.



Social Equity Benefits

Identifying bicycle and pedestrian infrastructure improvements in the CSSLT will also serve disadvantaged communities. The CSSLT passes through or near MTC-designated "Communities of Concern" Crockett, Martinez, and Vallejo. Communities of Concern are census tracts with a majority share of ethnic minorities, and with certain percentages of low-income and rent-burdened households, and other indicators of poverty. In particular, improving the quality of non-motorized infrastructure around the CSSLT will improve traffic safety and mobility outcomes for those who are walking, bicycling, or taking transit out of necessity.



VALUE

1939 acres
Crockett Hills Regional Park

1185 acres
Fernandez Ranch

3681 acres
Pinole Valley Watershed

1099 acres
Franklin Ridge Ranches

325 acres
Mount Wanda

53 acres
John Muir National Historic Site

447 acres
Benicia State Recreation Area

383 acres
Radke Martinez Reg. Shoreline Park

1415 acres
Carquinez Strait Reg. Shorelines

15 acres
Glen Cove Waterfront Park

5 acres
Carquinez Park

The Carquinez Strait Scenic Loop Trail (CSSLT) provides users with spectacular views of the Carquinez Strait, San Pablo Bay, Suisun Bay, and surroundings hills of Contra Costa and Solano Counties.

Closing the CSSLT gaps will connect trail users to over 10,000 acres of open space lands in the Contra Costa hills including Crockett Hills Regional Park, Fernandez Ranch, Pinole Valley Watershed, Franklin Ridge Ranches, Mount Wanda, the John Muir National Historic Site as well as providing access to shoreline destinations such as the Glen Cove Waterfront Park, Benicia State Recreation Area, Radke Martinez Regional Shoreline Park, and Carquinez Strait Regional Shoreline. In addition, completing the CSSLT will create public health, economic, and social equity benefits for the residents and communities around the Carquinez Strait and the region.

The Carquinez Strait Scenic Loop Trail connects
nearly a dozen regional open spaces and parks totaling
over **10,000** acres of public land!



CARQUINEZ STRAIT SCENIC LOOP TRAIL GAPS

- Constrained Street Alignment (limited ROW)
- Existing Unimproved Route (constrained access)
- Physical Gap (no access)
- Existing Carquinez Strait Scenic Loop Trail
- Other Existing Regional Trails
- San Francisco Bay Water Trail Access Point
- Existing Planned



Ten unique gaps have been identified within the Carquinez Strait Scenic Loop Trail corridor. Closure of these gaps is critical to overall trail functionality and accessibility to the area's key natural resources and community destinations, requiring coordinated planning and funding among regional partners.

A total of
17.74 miles
of trail gaps
remain!

Gap Name		Length	Category	Regional Trail Designations
1	Vallejo Bluff Trail	1.2 miles	Physical Gap	Bay Trail, Ridge Trail, Delta Trail
2	Glen Cove	0.4 miles	Physical Gap	Bay Trail, Ridge Trail, Delta Trail, Water Trail
3	Benicia Streets	3.0 miles	Constrained Alignment	Bay Trail, Ridge Trail, Delta Trail, Water Trail
4	Mococo Road	0.14 miles	Constrained Alignment	Bay Trail, Ridge Trail, Delta Trail
5	Downtown Martinez	3.7 miles	Unimproved Route	Bay Trail, Ridge Trail, Delta Trail, Anza Trail, Water Trail
6	Carquinez Shoreline	5.0 miles	Unimproved Route	Bay Trail, Delta Trail, Anza Trail, Water Trail
7	Almond Ranch	1.1 miles	Physical Gap	Ridge Trail
8	Pereira Road	1.6 miles	Unimproved Route	Ridge Trail
9	Christie Road	1.3 miles	Physical Gap	Ridge Trail
10	Crockett Boulevard	0.3 miles	Unimproved Route	Ridge Trail

Physical Gap: no formal trail alignment established, or access is restricted

Unimproved Route: alignments have been established but access constrained by existing physical conditions

Constrained Alignment: on street alignment with limited right of way for dedicated trail



1. View of the Carquinez Bridge along the bluff
2. Entry off of Clearview Drive
3. Looking east towards Glen Cove
4. Informal trail leading to the top of the bluff



I. Vallejo Bluff Trail

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

Water Trail

1.2 miles

Class I paved multi-use

JURISDICTION

City of Vallejo

OWNERSHIP

Caltrans

2 Private Landowners

PARTNERS

Caltrans

State Coastal Conservancy

City of Vallejo

Bay Area Toll Authority

The Ridge Trail, Bay Trail, and Delta Trail follow the same route through this gap. The Bay Trail and Ridge Trail staffs have been working to close this important gap for over a decade, both have provided grant funds for planning and design. The project is supported by the City of Vallejo, the Solano Transportation Authority, the State Coastal Conservancy, and the local community.

The proposed trail is located on a hillside with no current access. The Vallejo Bluff Trail is at 30% design and a Mitigated Negative Declaration has been completed and circulated under a grant from the Bay Trail and Ridge Trail. A decision to upgrade the trail to a paved, Class I trail has triggered the need for additional funding to complete final design work. Caltrans has reserved space for a portion of the trail under I-80 as part of the I80/SR29 bridge replacement project.

STATUS

PRE-PLANNING



PLANNING & FEASIBILITY DESIGN



ACQUISITION



ENVIRONMENTAL REVIEW



CONSTRUCTION



OPPORTUNITIES

This project has broad support and is well-positioned for funding. The Vallejo Bluff Trail will connect to 2.5 miles of existing trail to the west and south across the AI Zampa / Carquinez Bridge and to 1/2 miles of existing trail to the east.

CONSTRAINTS

Lack of funding to complete the project. The project is complex, located in geologically/geographically challenging area. Requires easement acquisition and Caltrans coordination and encroachment approvals.

NEXT STEPS

Secure Active Transportation Program (ATP), Regional Measure 3 (RM3), Proposition 68, or other design and construction funding.



1. View of the Carqueez Bridge near Glen Cove Marina
2. Undeveloped shoreline view looking southwest
3. Bay Trail entering Glen Cove Waterfront Park
4. Undeveloped shoreline view looking east



2. Glen Cove

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

✓ Water Trail

0.4 miles
Recreational trail

JURISDICTION
City of Vallejo

OWNERSHIP
City of Vallejo
Greater Vallejo Recreation District
Private Landowners

PARTNERS
City of Vallejo
Greater Vallejo Recreation District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

The Glen Cove gap runs along the Carquinez Strait waterfront between Glen Cove Marina and Glen Cove Waterfront Park.

The Ridge Trail and Delta Trail have different alignments along city streets around this gap, as there is currently no access. Upon closure of this gap with the establishment of the Bay Trail along the waterfront, the Ridge Trail and Delta Trail would review the opportunity to relocate their trails to this new Bay Trail off-street alignment, consolidating the Carquinez Strait Scenic Loop Trail route.

OPPORTUNITIES

Closure of this gap would connect to .25 miles of existing trail to the west along the Carquinez Strait and to 3.5 miles of existing trail to the east at Glen Cove Waterfront Park and Benicia State Recreation Area, as well as a planned Water Trail access point at Glen Cove Marina.

CONSTRAINTS

Trail segment is located atop a steep bluff with little room for setback from existing homes. Residents may be concerned with proximity of the trail. Topography and soils could be challenging for trail placement. Little work has been done to identify an exact alignment in this location. A feasibility study is needed to identify resource issues, geology, topography, and the desires/concerns of the homeowners adjacent to the potential trail.

NEXT STEPS

Prepare a feasibility and alignment study. Secure funding for design, environmental review, and construction of improvements.



1. West K Street, typical ~50' right of way
2. Lower East 5th Street during king tide
3. West 3rd Street, most constrained segment
4. West I Street, 60' right of way with several sidewalk gaps
5. Military East Street, 60' right of way, only gap in Ridge Trail designation



3. Benicia Streets

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

✓ Water Trail

3.0 miles

Bike lanes, cycle tracks, sidewalks

JURISDICTION

City of Benicia

OWNERSHIP

City of Benicia
(public roads and easements)

PARTNERS

City of Benicia
Solano Transportation Authority

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

The Ridge Trail, Bay Trail, and Delta Trail follow the same route through this gap. The Ridge Trail has dedicated and the Delta Trail has accepted as complete the city streets from Benicia State Recreation Area to the Benicia-Martinez Bridge with the exception of a segment along Military East Street. The Bay Trail has only designated 9th Street Park, 1st Street, Benicia Point, Benicia Marina, a portion of E 5th Street, and Park Street segments as complete.

Sidewalks exist throughout most of the alignment but bike lanes or cycle tracks do not. Some segments have been stamped with sharrows, while others have not. Some segments are 80', while others are 60' or less. The narrowest segment consists of a 30' wide street with parking allowed and incomplete sidewalks on both sides with challenging topography.

OPPORTUNITIES

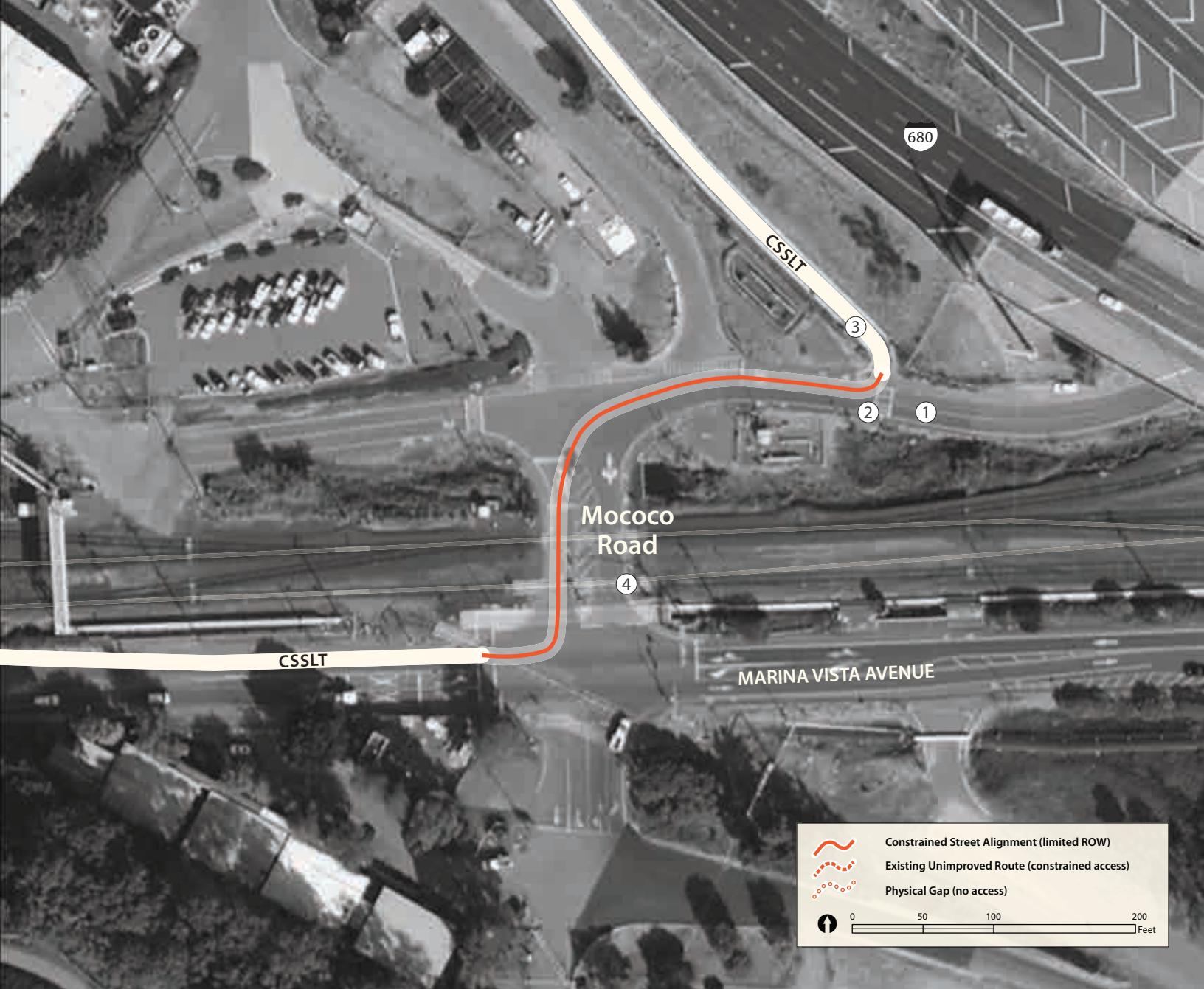
Closure of this gap would connect to 3.5 miles of existing trail to the west at Benicia State Recreation Area, and to 3 miles of existing trail to the east and south leading up to and over the Benicia-Martinez Bridge. Several planned Water Trail access points would also be connected with closure of these gaps.

CONSTRAINTS

Trail alignment is primarily located on city streets with limited right-of-way available for bike lanes or cycle tracks without removal of parking.

NEXT STEPS

City of Benicia is currently working with Solano Transportation Authority to complete a citywide Active Transportation Plan that includes CSSLT segments, to be completed in 2020.



1. Entry to CSSLT / Benicia-Martinez Bridge at Mococo Road
2. Blind turn looking east near CSSLT entry
3. Wayside panel near CSSLT entry point
4. Convergence of rail and vehicle traffic at Mococo Road and Marina Vista Ave



4. Mococo Road

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

Water Trail

0.14 miles

Class I paved multi-use

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County
Union Pacific Railroad
Private Landowners

PARTNERS

Caltrans
Contra Costa County
Bay Area Toll Authority

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This segment is a gap for Bay Trail, Ridge Trail, and Delta Trail. Construction of this trail segment was left out of the Benicia-Martinez Bridge Project. Caltrans made some interim improvements using painted lines and plastic bollards to delineate the trail through this gap.

The interim improvements are not safe for trail users and the bollards have been knocked down by the heavy truck traffic in the area. This segment requires a re-design that addresses multiple user-safety issues: heavy truck traffic, multiple curb cuts, a pipeline, and a railroad crossing.

OPPORTUNITIES

To construct a permanent facility that provides a safe connection between the City of Martinez and the Benicia-Martinez Bridge. Closure of this gap would connect to 2.4 miles of existing trail north across the Benicia-Martinez Bridge and 6.2 miles of existing trail west through the City of Martinez.

CONSTRAINTS

Lack of funding for the project and design challenges with railroad crossing, existing pipeline, curb cut crossings.

NEXT STEPS

Prepare a feasibility and alignment study. Secure funding for design, environmental review, and construction of improvements.



1. Nejedly Staging Area, Carquinez Strait Regional Shoreline
2. Aerial view of Carquinez Scenic Drive looking east
3. Downtown Martinez, looking west on Marina Vista Ave

PHOTO: Lewis Stewart



5. Downtown Martinez

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

✓ Anza Trail

✓ Water Trail

3.7 miles

Class II bike lanes, sidewalks (city)
Class I paved multi-use (shoreline)

JURISDICTION

Contra Costa County
City of Martinez
East Bay Regional Park District

OWNERSHIP

Contra Costa County
City of Martinez
East Bay Regional Park District

PARTNERS

Contra Costa County
City of Martinez
East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This is a Bay Trail, Anza Trail, and Delta Trail gap. The Ridge Trail is dedicated through this segment. Martinez has installed Class II bike lanes on parts of Marina Vista Ave and Escobar Street but not through the entire length. Contra Costa County has expressed interest in turning over the Carquinez Scenic Drive alignment to a trail or park organization to manage as a trail.

Existing roadways have limited widths to extend bike lanes without losing parking in the downtown Martinez area.

OPPORTUNITIES

Contra Costa County is interested in turning over Carquinez Scenic Drive in this area to a trail or park organization to operate as a trail connection to the existing George Miller Trail to the west. Closure of this gap would connect to existing and planned trails to the east through the City of Martinez, as well as a planned Water Trail access point at Martinez Marina.

CONSTRAINTS

Lack of funding for the project. Carquinez Scenic Drive needs to be improved. Businesses in downtown Martinez do not want to lose parking.

NEXT STEPS

Prepare a feasibility and alignment study. Secure funding for design, environmental review, and construction of improvements.



1. Aerial view of George Miller Trail
2. Trailhead at George Miller Trail entry point
3. Aerial of Crockett
4. Downtown Crockett, looking east on Loring Ave



6. Carquinez Shoreline

✓ Bay Trail

Ridge Trail

✓ Delta Trail

✓ Anza Trail

✓ Water Trail

5.0 miles

Class II bike lanes, sidewalks (city)
Class I paved multi-use (shoreline)

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County

PARTNERS

Contra Costa County
East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This is a Bay Trail, Anza Trail, and Delta Trail gap. The Ridge Trail has dedicated their portion of the segment along Pomona Ave from Crockett Blvd to the Carquinez Bridge. Contra Costa County is interested in turning the segment of Carquinez Scenic Drive between the George Miller Trail and Port Costa over to a trail or park organization to manage as a trail.

The entire length of this section of trail is proposed along County roadways. The stretch along Carquinez Scenic Drive west of Port Costa is challenging since it is a primary access point to Port Costa with limited right-of-way and several geographical challenges.

OPPORTUNITIES

Contra Costa County is interested in turning Carquinez Scenic Drive between Port Costa and George Miller Trail over to a trail or park organization to manage as a trail. Closure of this gap would connect to existing trail to the north across the Carquinez Bridge, as well as a planned Water Trail access point along the shoreline at Eckley Pier.

CONSTRAINTS

Lack of funding for the project. Lack of clear alignment west of Port Costa that will safely accommodate bicyclists and pedestrians on a trail. Trail alignment is located on streets with limited right-of-way. The stretch on Carquinez Scenic Drive west of Port Costa is needed for access by Port Costa and is constrained with limited right-of-way and slopes on both edges.

NEXT STEPS

Prepare a feasibility and alignment study. Acquire land/easements. Secure funding needed for design, environmental review, and construction of improvements.



1. Ridgeline view looking east to Mt. Diablo
2. Ridgeline view looking west to Franklin Ridge Ranches
3. Almond Ranch gate at Mt. Wanda property line



7. Almond Ranch

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.1 miles

Recreation trail, compacted earth

JURISDICTION

Contra Costa County

OWNERSHIP

Private Landowner,
purchase option by JMLT

PARTNERS

John Muir Land Trust

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This gap is comprised of privately-owned ranch land locally referred to as Almond Ranch.

John Muir Land Trust has an option to acquire Almond Ranch from the landowners by the end of 2019. The project needs \$4 Million to acquire and create infrastructure for public access. The trail alignment will be finalized after the land is acquired.

OPPORTUNITIES

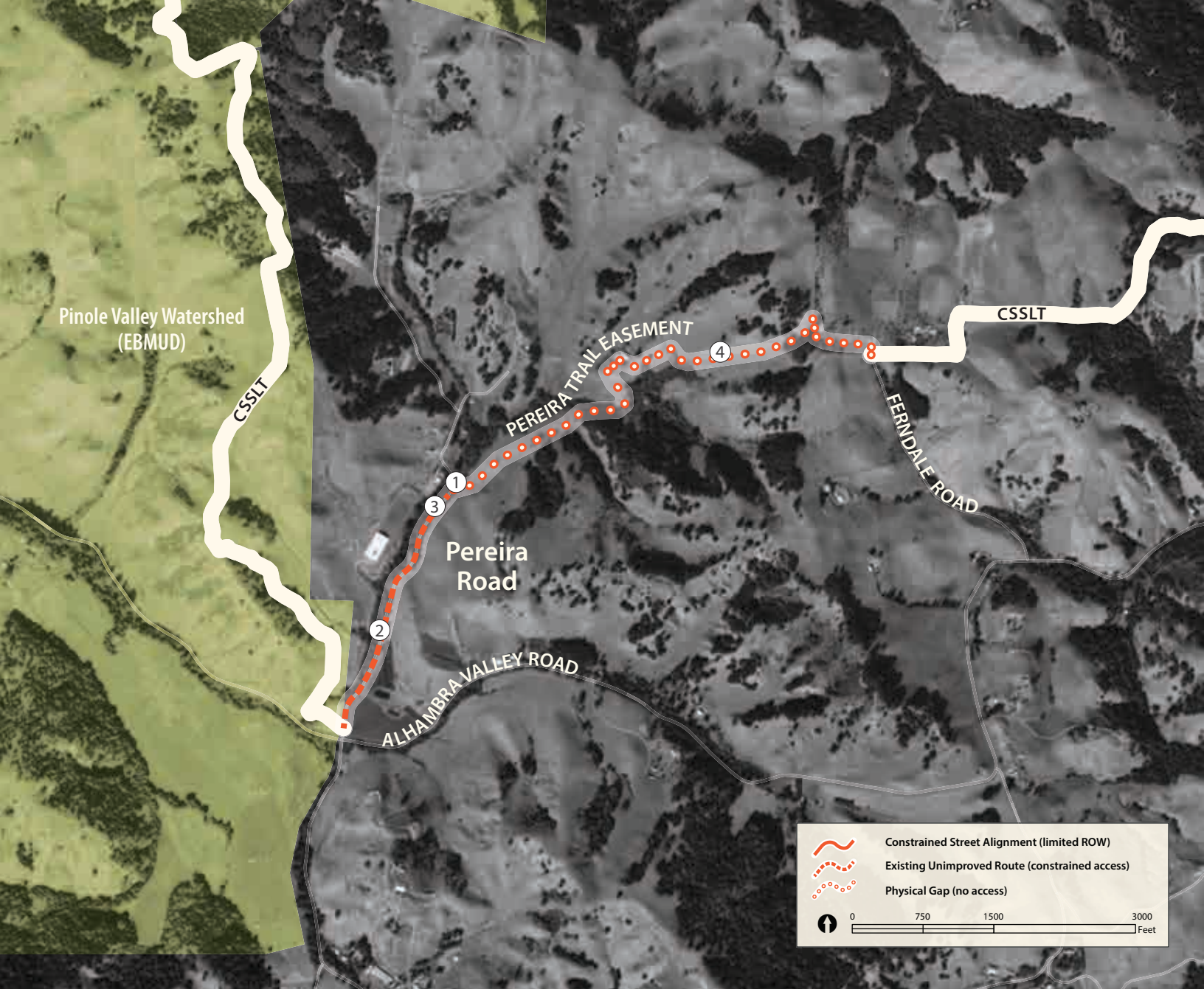
Fundraising is going well and the property will likely be acquired by the end of 2019. John Muir Land Trust plans to open the property to the public in 2020. Closure of this gap would connect to 6.2 miles of existing Ridge Trails to the north through the City of Martinez to Mococo Road and 2.1 miles of existing Ridge Trail to the west.

CONSTRAINTS

Complete acquisition. Trail alignment must be finalized after acquisition.

NEXT STEPS

Complete acquisition of the project by John Muir Land Trust. Prepare design and management plan and complete environmental review.



1. Existing gate located at future entrance to trail easement section between Pereira Road and Ferndale Road
2. Pereira Road looking north
3. Pereira Road looking south
4. Existing road on trail easement



8. Pereira Road

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.6 miles

Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County (right of way)

Private Landowner

East Bay Regional Park District

PARTNERS

Contra Costa County

East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

East Bay Regional Parks needs to acquire rights from the end of the existing trail easement at Pereira Road and Alhambra Valley Road from either the Pereira Family or along the County right-of-way. East Bay Regional Park prefers the alignment to be on the southeast side of Pereira Road due to the location of the Pinole Creek tributary on the northwest side of the road that would be expensive and have complicated permitting if a trail is constructed near the tributary.

East Bay Regional Park District holds a 1.1-mile trail easement. Additional access rights are needed along the road right-of-way or on the Pereira property to connect to Pinole Valley Watershed.

OPPORTUNITIES

East Bay Regional Park District has prioritized this connection and plan to ramp up work on it in 2019 and 2020. Closure of this gap would connect to 4.5 miles of existing trail to the east on the CSSLT and to 2.1 miles of existing trail to the north.

CONSTRAINTS

Additional access rights need to be secured from either the County along the road right-of-way or on land that has a complicated multi-family-member ownership making it difficult to negotiate trail access easements. There are also water resource issues because the trail would need to be constructed along a creek/drainage.

NEXT STEPS

Continued project planning by East Bay Regional Park District. Complete acquisition of trail access rights. Secure funding to complete design, environmental review, and construction of project. Work with East Bay Regional Park to open the 1.1-mile trail easement section and allow trail users to walk along the shoulder of Pereira Road to the Pinole Valley Watershed, a very low traffic road with a wide shoulder.



1. Hwy underpass crossing westbound traffic lanes only
2. Christie Road railroad crossing
3. View of Christie Road without shoulder



9. Christie Road

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.3 miles

Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Caltrans

Contra Costa County

East Bay Regional Park District

Union Pacific Railroad

Private Landowner

PARTNERS

Caltrans

Contra Costa County

East Bay Regional Park District

John Muir Land Trust

Union Pacific Railroad

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

The planned route crosses multiple property owners including privately-owned ranch land, land-banked East Bay Regional Park District land, Caltrans right-of-way, and the Union Pacific railroad right-of-way.

The completion of the gap will require private land/easement acquisition as well as major crossings of Highway 4 and the Union Pacific railroad. An alternate alignment along a portion of this gap will likely be needed in order to close the gap.

OPPORTUNITIES

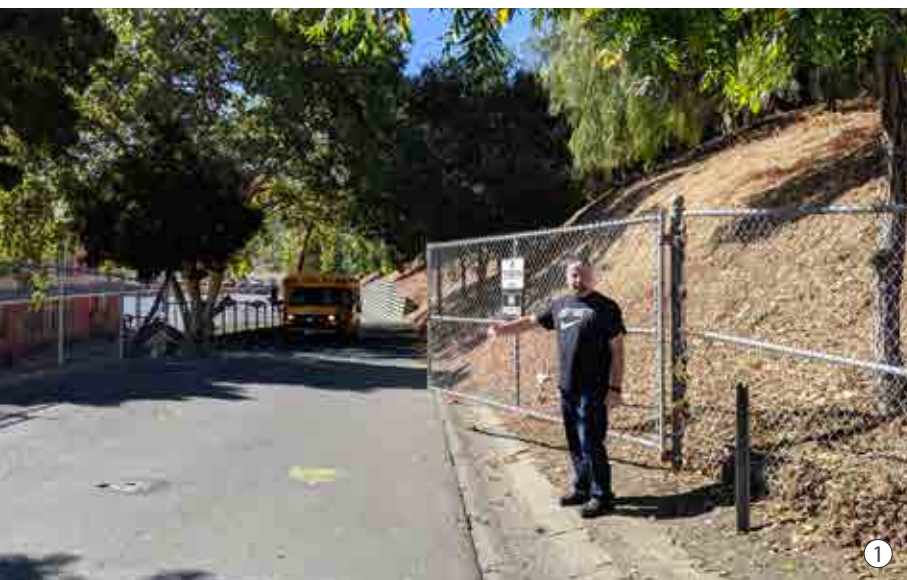
An alternative alignment utilizing Christie Road and an existing Highway 4 underpass could be further studied. Additionally, there is a potential alternative alignment along Cummings Skyway further east that would utilize an existing Highway 4 overpass as well as a route across the top of the Union Pacific tunnel that could be further studied. Closure of this gap would connect to 4.5 miles of existing CSSLT to the south and to 5.4 miles of existing trail to the north.

CONSTRAINTS

Current trail alignment would require acquisition of private lands or trail easements and complicated highway and railroad crossings. Requires Caltrans coordination and encroachment approvals for crossing Highway 4 and negotiating access across Union Pacific Railroad right-of-way.

NEXT STEPS

Work with East Bay Regional Park District and John Muir Land Trust to study alternative alignments. Support EBRPD's land acquisition in this vicinity that will support the gap closure. Secure funding for feasibility study and analysis of route alternatives.



1. Potential route could use existing portion of maintenance road
2. Potential alignment looking north to middle school
3. Looking west down Pomona Street



10. Crockett Boulevard

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

0.3 miles

Class I paved multi-use
Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County
John Swett Unified School District
East Bay Regional Park District

PARTNERS

Contra Costa County
John Swett Unified School District
East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This planned route runs adjacent to the Carquinez Middle School and Willow Technical School between the Crockett Hills Regional Park and Pomona Street. John Swett Unified School District is in the process of demolishing and rebuilding Carquinez Middle School, and has been in discussion with CSSLT project partners to develop an alignment that helps close this gap in the trail.

There is currently no safe pedestrian/bicycle access along Crockett Blvd through this gap. This trail connection needs to cross through Crockett Blvd right-of-way (County road) and/or School District land.

OPPORTUNITIES

Potential funding opportunities through Safe-Routes-to-School, Proposition 68 (disadvantaged community,) and State Coastal Conservancy. Closure of this gap would connect to 5.3 miles of existing trail to the south and to 1.7 miles of existing trail to the north across the Carquinez Bridge.

CONSTRAINTS

Coordination of a multi-jurisdictional project with challenging topography. Funding for long term maintenance.

NEXT STEPS

Planning effort within Contra Costa County, John Swett Unified School District, Ridge Trail, and East Bay Regional Park District – continue discussing route alignments in conjunction with the rebuilding of Carquinez Middle School, Safe-Routes-to-School, and other overlapping priorities.





Bay Area Water Trail

The Carquinez Strait is at the crossroads of several major California waterways – San Joaquin / Sacramento River, Napa River, and San Pablo Bay – which provide vast opportunities for water-based recreation. Kayakers and stand-up paddleboarders watch for birds along the marshy shoreline of Benicia State Recreation Area, while outrigger canoes clubs train on the river’s challenging currents, and kiteboarders cruise along the water powered by the Strait’s summer winds.

Within the shoreline of the CSSL there are eight locations that either currently or are planned to provide public access to the water. Continued enhancement of access facilities, provision of rental opportunities and guides, and education about safe boating and wildlife stewardship will continue to encourage use of the Strait a scenic recreational destination for residents and visitors to the region.



PROPOSED ACCESS SITE

Glen Cove Marina
Eckley Pier
Benicia State Recreation Area
12th Street / Matthew Turner Park
Benicia Marina / Point Pier
Brickyard Site
Martinez Marina



DESIGNATED ACCESS SITE

West 9th Street Boat Launch



1. *Glen Cove Marina*
2. *Eckley Pier*
3. *Benicia Marina*
4. *Martinez Marina*

Glen Cove Marina

The marina has expressed interest in enhancing public boat launch facilities in order to draw more public use. Public access for non-motorized small boats (NMSBs) is currently allowed from a high-freeboard guest dock. There are several public shore parking spaces and parking has been accommodated for the public with permission from the harbormaster.

NEXT STEPS: Re-engage marina staff on status of any public access and accessibility improvements.

Eckley Pier - Carquinez Strait Regional Shoreline

Informal access occurs on the east side of the Pier, where a small sheltered cove has developed, and adjacent to the west of the Pier on a more exposed beach. Nearby parking allows for a short walk for those carrying equipment.

NEXT STEPS: Construct beach launch and path, remove pilings, construct camps, formalize RR crossing, signage.

Benicia State Recreation Area

The lack of shoreline access in this park limits opportunities for NMSBs. Access is currently only informal at the easternmost portion of the park, where a dirt path leads from the parking area to a small gravel beach.

NEXT STEPS: Work with State Parks staff to prioritize enhancement of access at this portion of the park.

12th Street / Matthew Turner Park

This small pocket park offers informal water access to the Strait via dirt paths to small pocket beaches. Public parking is available next to the shore and the grass lawns can be used to rig NMSBs. A rocky shelf is located just offshore, which can make navigating from the informal launch to deeper water somewhat hazardous. This park is used by kiteboarders and windsurfers in addition to kayakers and SUPs.

NEXT STEPS: Existing water access should be maintained.

West 9th Street Boat Launch

The West 9th Street Boat Launch is used by both motorized and non-motorized boaters, providing access to the Carquinez Strait and open waters of the Bay. Boat launch facilities consist of a corrugated cement boat ramp with two high-freeboard docks located on the sides of the ramp. The site is designed primarily for trailered boats, but is used by many different boat types. Non-motorized small boats observed at the site include kayaks, rowboats, SUPs, and canoes. Kiteboarders will launch from the beach when conditions are right.

NEXT STEPS: No near-term action required.

Benicia Marina

The Benicia Marina provides access primarily for larger motorized boats and sailboats, but contains a number of amenities that make it suitable for NMSBs. At the southeastern end of the marina is a boat ramp and high-freeboard dock that can be used by the public.

NEXT STEPS: Ensure enhancements for NMSBs are included with any larger planning efforts for the Marina.

Brickyard Site

The Brickyard is currently inaccessible by the public due to its land bank status by East Bay Regional Park District. There are no existing recreation facilities at the site; however, there is an existing pier and shoreline that could be designed to accommodate a boat launch.

NEXT STEPS: Land use plan amendment to allow access, develop formal water access, complete campground.

Martinez Marina

The Martinez Marina provides access primarily for larger motorized boats and sailboats, but contains a number of amenities that make it suitable for NMSBs. At the southern end of the marina is a boat ramp and high-freeboard dock that can be used by the public.

NEXT STEPS: Ensure enhancements for NMSBs are included with larger planning efforts for the Marina.

PHOTO: Lewis Stewart



PHOTO: Lewis Stewart



MILESTONES

- 2019 ————— **Sacramento-San Joaquin Delta National Heritage Area** – the Delta is designated by Congress a National Heritage Area.
- 2017 ————— **Great California Delta Trail** – the Delta Trail designated the Carquinez Strait Loop as its alignment in 2017.
- **Sign Inventory** – Ridge/Bay Trail sign inventory completed in 2017 for the Solano alignment.
- 2016 ————— **Benicia State Recreation Area** – State Parks and the City of Vallejo repaved much of the trail alignment within Benicia SRA in 2016. SF Bay Trail developed a Vizzit Tour at the SRA in 2017.
- **Fernandez Ranch** – 483 acre Franklin Canyon addition expands John Muir Land Trust’s Fernandez Ranch to 1,185 acres.
- **Alvarez Ninth Street Park** – Designated a Bay Area Water Trail site in 2016, this park provides an effective trailhead.
- 2014 ————— **George Miller Trail** – In 2014, a failed roadway was converted to a 1.7 mile dedicated trail in East Bay Regional Park District’s Carquinez Regional Shoreline. The project included new trailhead parking lots on both ends.
- 2012 ————— **Glen Cove Waterfront Park** – The park was completed in 2012, and provides a trailhead for the Glen Cove Neighborhood of Vallejo.
- **Park Road** – a bikelane and sidewalk were completed between the Benicia-Martinez Bridge and Adams Road in 2012.
- 2010 ————— **Rose Drive I-780 Overcrossing** – In 2010, a bicycle/pedestrian path was completed across I-780 to provide safe access from the Bay Area Ridge Trail in the Vallejo/Benicia Open Space Buffer to the shared Carquinez Strait Loop in Benicia State Recreation Area.
- 2007 ————— **Benicia-Martinez Bridge** – The bicycle/pedestrian path was opened when the new span was completed in 2007, including a vista location with parking that can function as a trailhead.
- 2004 ————— **Carquinez Bridge** – the bicycle and pedestrian path was opened in 2004. There is public parking at the Dead Fish restaurant in Crockett that functions as a trailhead.

Carquinez Strait Scenic Loop Trail Partners



California Coastal Conservancy
California State Parks
Caltrans
City of Benicia
City of Martinez
City of Vallejo
Contra Costa County
Delta Protection Commission

East Bay Regional Park District
Greater Vallejo Recreation District
John Muir Land Trust
John Swett Unified School District
National Park Service
Solano Transportation Authority
West Contra Costa Transportation
Advisory Committee

This project represents a collaborative effort between partners at the San Francisco Bay Trail, the Bay Area Ridge Trail, the Delta Protection Commission, the Bay Area Water Trail, Contra Costa County, and the City of Benicia



Technical assistance on this project was provided by the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 10/12/2020

Subject: RECEIVE the Report on PG&E Coordination with Cities and Contra Costa County for Street Light Maintenance and DIRECT county staff on actions to secure.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 13

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

Presenter: Rochelle Johnson, Public Works **Contact:** Rochelle Johnson
(925)313-2299

Referral History:

The Transportation, Water and Infrastructure Committee (TWIC) accepted the 2019 status report regarding the coordination between Cities (Countywide) and PG&E on November 14, 2019.

Referral Update:

The TWIC requested that Public Works management report annually on the status of street light maintenance coordination efforts with PG&E. Management last reported to the TWIC on November 14, 2019, regarding this item.

Background:

The Letter of Understanding (LOU) dated February 2008, between PG&E and the County, states the commitment of PG&E for open communication, responsive service levels, and actions in resolving issues related to street light performance. In 2018, management reviewed the LOU in an effort to verify improved service levels and to ensure that LOU addressed the needs of the 19 Cities and Contra Costa County.

As a result of the feedback from the meeting convened on October 2, 2017, PG&E and Contra Costa Public Works staff began updating the LOU to reflect the needs of the Cities and County, addressing the type of support needed from PG&E Public Works staff drafted a document and made it available to the cities for feedback. Once City feedback had been incorporated, management provided the 2018 Draft LOU to PG&E management for review.

On August 20, 2018, Public Works staff met with PG&E to review the draft LOU at PG&Es request to discuss the LOU and address standards of service identified in the revised LOU. At the

end of that meeting, the agreement had been reached. However, there were two (2) items that PG&E management wanted to confirm could be accommodated by PG&E.

These items included:

- The provision of service credits for customers who are without service for a period of greater than 14 days; and
- The provision of monthly reports by PG&E detailing power outages and knocked down street light poles.

During the September 2018 report to TWIC, Public Works staff made TWIC aware of the status. Direction was provided from TWIC to place the revised LOU on the consent calendar once confirmation was received from PG&E.

On May 23, 2019, Public Works staff were provided a redlined version of the revised draft LOU by PG&E. We had been advised by PG&E that in light of recent catastrophic events, PG&E management and legal revisited the document changing items that had been previously agreed to.

On September 17, 2019, Public Works staff met and determined that the items of contention in the redlined draft of the LOU included:

- 1) The LOU should always designate a number of service days that a customer should expect a response;
- 2) Billing discrepancies should be resolved within two billing cycles; and
- 3) Agencies should be provided with a GIS map annually.

Public Works staff reached out to PG&E management to schedule a meeting to discuss the outstanding issues in an effort to resolve them. However, the meeting was cancelled by PG&E at the last minute and there has not been a response since.

Following the 2019 report, TWIC advised Public Works staff work with TWIC to draft a letter as there had not been a response from PG&E. As previous correspondence had not responded to, letter was sent to William D. Johnson, CEO and President on March 11, 2020. Courtesy copies of the letter were sent to the Compliance and Public Policy Committee, East Bay Government Relations, and all associated cities.

To date, there has not been written response from PG&E. However, on July 20, 2020, during a Street Light Coordination meeting, Vic Baker, Senior Manager—Diablo Division acknowledged that communication had been delayed and would be forthcoming. As of the writing of this report, we have not received any communications from PG&E.

The Cities have been discouraged by the delay and inquired if there is a consequence for PG&E's inaction.

The lack of response from PG&E has impeded securing an updated LOU. The service needs of the Cities and County are different now than they were in 2008. Not only is it imperative to update the LOU to reflect current and projected service needs, but it is equally necessary that PG&E adhere to the language of the LOU.

One method of maintaining open communication channels is conducting regular discussions at Street Light Coordination meetings which include PG&E, the County, Cities, and Towns. Since the 2017 report period, the Coordination meetings have convened once per quarter, as opposed to monthly as stipulated in the 2008 LOU. This change was made based on feedback received from participating Cities as part of the 2015 participation survey. Meetings were interrupted in 2020 as a result of COVID-19 related shelter in place orders. The April 2020 meeting was cancelled. Quarterly meetings resumed in July with a plan to convene future meetings in a virtual platform until it is safe to resume in person meetings.

In addition to updated information on service levels, attendees of the coordination meetings have also participated in presentations on the FCC Ruling and Proposed Action, California Street Light Association (CAL-SLA) conference information—detailing international emerging technologies related to outdoor lighting, and street light pole corrosion inspections, in addition to opportunities to share resources and best practices.

At this time, Public Works staff is seeking further direction from the TWIC on next steps to move the LOU process forward.

Recommendation(s)/Next Step(s):

RECEIVE this status report on the street light service coordination effort between PG&E and the County Public Works Department and Cities for street light maintenance.

Fiscal Impact (if any):

None. All costs for street lights are funded by County Service Area L-100 and Community Facility District 2010-1.

Attachments

Proposed PGE LOU 2018 FINAL.pdf

TWIC Letter

ACTIVE LOU

NEW PROPOSED LOU

Street Light Service Level Commitment

To Contra Costa County
[2018]

PG&E is committed to delivering a high level of service to street light customers and providing features which enhance community safety. To ensure a high level of responsiveness to street light maintenance issues in Contra Costa County, PG&E is committed to the following (for street light facilities maintained by PG&E):

1) Reporting Street Light problems and tracking results

PG&E will continue to utilize its web based system where street light service requests and problems can be reported via on-line request form. PG&E is committed to improving communication during the resolution process. The link for reporting and checking the status of street light outages is:
<http://www.pge.com/en/myhome/servicerequests/streetlights/single/index.page>

In addition, street light service requests can be reported through PG&E's email address: streetlighttrouble@pge.com. The workgroup that responds to these emails is Streetlight Maintenance Department (under Electric Dispatch and Scheduling).

Outages reports are acknowledged via automated email response when received, when case numbers are assigned, and when the street light service request work is completed. PG&E is committed to improving this system, and developing more robust on-line reporting and tracking systems that will serve to improve communication with all customers.

PG&E will provide a one (1) page process flow chart to county staff upon availability. Upon the provision of the process, PG&E will clarify if email or web based platforms are preferred.

*Note that the customer will receive an automated reply and within a few days a tracking number will be received

2) Responding to Street Light outages

a. Response to Reported Street Light Outages

PG&E will respond, assess and complete repair of reported street light outages (burnouts) within 14 days of being notified of the outage.

b. Outages Resulting from Poles that are "Knocked Down"

Where a PG&E owned or maintained street light pole is "knocked down", PG&E will provide immediate response to the "knock-down", and will secure the site, and make the situation safe prior to leaving the site. PG&E will complete any remaining required repairs within 90 days. If PG&E, for any reason, will not be able to complete repairs within 90 days PG&E will notify the customer and will provide an estimated date of completion for repairs.

If PG&E should become aware of a knocked down pole by customer call or staff inspection, they will notify the County. This will allow for transparency in service provision and improved customer support.

c. Monthly Report (Tom and Vic to verify with Kari)

PG&E will provide a monthly report to Contra Costa County which details the status of outages and knocked down poles. This report should detail if the matter has been resolved or not. If the matter has not been resolved at the time to the report, the report should include a proposed timeline and resolution.

d. Credit Adjustment

In the event that a customer is without service as a result of an inoperable street light beyond fourteen (14) business days, the customer should file a claim with PG&E for a service credit. To complete a service credit request contact PG&E at (TO BE PROVIDED)

(Tom and Vic to research feasibility)

3) Requesting Street Lights and Shields Installation

PG&E will continue to utilize Customer Connection Online web based system where street lights and shields installation can be reported via the on-line request form. The link for requesting street lights and shields installation is: <http://www.pge.com/cco> (CONTENT TENTATIVE). Shields may also be requested by calling our Building & Restoration Service Center telephone number (1-877-743-7782).

Field Code Changed

PG&E will acknowledge these requests via automated email response when received by the New Business Service Planning representative. PG&E will continue communication of the planning and installation process status via email and provide an estimated date of completion and inform of next steps including approval, and installation. Upon receipt of new installation applications PG&E will contact the applicant within 1-3 business days to advise them of the result and next steps.

Any contract information will be submitted via email or regular mail and any costs associated with the planning and installation will be included in the contract. PG&E will give 10 days to sign and return contract to initiate the installation process.

The cost of installing any shield (front, back or cul-de-sac) will be forwarded to the customer and included in the provisions of the associated contract.

4) Pole maintenance, replacement, painting, and cleaning

For street light poles that need painting, cleaning due to graffiti, or rust staining, PG&E will accommodate requests based on the demand of the communities. All requests can be forwarded to the email: streetlighttrouble@pge.com or 1(800)743-5000. These services may include time and materials costs at PG&Es expense.

PG&E will respond to an initial assessment of the request for street light graffiti removal within 14 days of being notified.

Upon notification of painting or rust abatement service need, PG&E will complete the service within 180 days.

In the event that there is not an established maintenance schedule, PG&E will provide information to county staff pertaining to pole viability and associated replacement plans on an case by case basis.

5) Billing Improvements

PG&E will work with Contra Costa County to explore methods to improve billing and inventory procedures in order to help resolve discrepancies, if any.

[PGE LOU Revision 2018 PG&E CCC&LOU Meeting 20 Aug.docx](#) [PGE LOU Revision 2018 PG&E Review.docx](#)

6) Annual Inventory Update

PG&E will make every effort to work with Contra Costa County and Cities to rectify inventory and billing conflicts on an on-going basis to the satisfaction of the agency. This will include providing the Cities and County with an annual inventory update in GIS format at no cost beginning October 2018.

7) On-going communication and reporting

Quarterly Coordination Meetings

As determined by the survey of participating Cities in 2015, PG&E will continue to participate in quarterly Coordination Meetings. In preparation of these meetings, PG&E may be invited to present evolving and new technologies, features, and services. PG&E will maintain open communication and responsiveness in assisting the County to coordinate and plan for these meetings.

TWIC Participation

PG&E's Public Relations representative will attend the annual Transportation Water and Infrastructure (TWIC) meeting in October to join the County in providing an annual report on coordination efforts.

8) Staffing Updates

To assist Contra Costa County staff in facilitating communication, PG&E will provide Contra Costa County with a list of key management representatives on an annual basis. Additionally, PG&E will provide an advisement of key staffing.

ITEMS FOR FUTURE CONSIDERATION

LED and Photocell Group Maintenance and Replacement Program

PG&E will establish and perform a group assessment program for the newly converted to LED street lights and photocells by the end of 2026. The life expectancy for LED street lights is approximately 20 years (with warranty of 10 years) and for photocells is 5 years. When the replacement of existing LED infrastructure occurs, PG&E will work closely with Contra Costa County to provide information related to new product choices selected for characteristics related to improved energy efficiency and as technology evolves, reduced glare and control of upward directed light as they become available and are approved for use.

PG&E will replace LED street lights as they fail. When group lamp replacements are performed, PG&E will also perform other maintenance work, such as testing and replacement of photocells (as required) and cleaning of glassware, reflector, or refractor. Additionally, PG&E will provide to the County any cleaning schedule available for glassware.

Invoice and Billing

PG&E will work with Contra Costa County to identify how to simplify invoicing and keep track of inventory in order to resolve issues such as inaccurate inventories and multiple billing. PG&E will accommodate requests for single billing support at no-cost basis on a case by case basis.

PG&E will address changes to the inventory to not only simplify and reorganize the current information—but to insure that new additions or removals are reflected in the billing documentation.

###END###

The Board of Supervisors

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

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

March 11, 2020

William D. Johnson, CEO and President
PG&E Corporation
77 Beale Street
San Francisco, CA 94105

RE: Board of Supervisors: Transportation, Water, and Infrastructure Committee: PG&E Street Light Coordination Letter of Understanding (LOU) ACTION REQUIRED

Dear Mr. Johnson,

On Thursday, December 14, 2019, Public Works staff presented the annual report advising the Transportation, Water and Infrastructure Committee (TWIC) of the activities related to PG&E coordination efforts with Contra Costa County and the participating 19 cities over the previous year.

As part of the report, staff presented the status of the Letter of Understanding (LOU) which addresses service levels provided by PG&E to Contra Costa County and the 19 cities, respectively. The current LOU has been in place since 1998. In 2018, staff began the process of evaluating the LOU to ensure that matters that had been resolved were removed from the LOU and that current services were monitored along with an associated course of action. County staff noted that they had requested a meeting with PG&E management to discuss three key issues in the LOU but, to date, there has not been a response. These issues are:

- The LOU should always designate a number of service days that a customer should expect a response from PG&E, [Section 1].
- PG&E billing discrepancies should be resolved within two billing cycles, [Section 5].
- Agencies should be provided with a GIS map annually by PG&E, [Section 6]. This should be done at no cost to the county/cities.

Contra Costa County and the 19 cities have worked in partnership with PG&E for over 20 years on resolving street light issues. We are surprised that this cooperative effort has shifted towards an impasse in negotiating a new LOU. With this letter, we understand that Public Works staff is requesting a formal response from PG&E within the next two weeks. We are hopeful that this will occur without necessity of the matter escalating. If these matters cannot be resolved with Public Works staff, we would like to set up a meeting with PG&E leadership to find a resolution.

As previously noted, this process has been underway since 2018 and should not be subject to further delay.

Please contact Slava Gospodchikov, Engineering Services Division Manager, Public Works: (925) 313-2316, Slava.Gospodchikov@pw.cccounty.us.

Regards,



Candace Andersen
Chair, Board of Supervisors -
Transportation, Water & Infrastructure
Committee



Karen Mitchoff
Vice Chair - Transportation, Water &
Infrastructure Committee

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CC: Kristine M. Schmidt, Chair – Compliance and Public Policy Committee

PG&E – East Bay Government Relations

Cities

Jon Blank, Antioch
Jagtar Dheliwal, Brentwood
Slava Gospodchikov, CCCPWD
Scott Alman, Clayton
Justin Ezell, Concord
Dave Casteel, Danville
Bill Engelman, Discovery Bay CSD
Will Provost, El Cerrito
Jeff Brown, Hercules
Scott Alman, Lafayette
Don Salts, Martinez
Mark Summers, Moraga
Billielee Saengchalem, Oakley
Kevin McCourt, Orinda
Junior Castro, Pinole
Laura Wright, Pittsburg
Dave Nichols, Pleasant Hill
Yader Bermudez, Richmond
Mike Lichtle, San Pablo
Jose Gonzalez, San Ramon
Rich Payne, Walnut Creek



February 22, 2008



Mr. Maurice Shiu
Director of Public Works
Contra Costa County
255 Glacier Drive
Martinez, CA 94553-4825

Re: Contra Costa County Streetlights

Dr. Mr. Shiu:

PG&E is committed to providing safe and reliable service to all customers. In that regard, PG&E is pleased to provide the Streetlight Service Level Commitment to Contra Costa County, its constituent cities and towns, and citizens. The PG&E Streetlight Service Level Commitment document is attached, including a summary of goals and the target dates associated with our specific actions related to our commitment.

To ensure open communications, validate progress in our efforts to establish and maintain a high level of responsiveness related to our service level commitment, and to identify new or unresolved issues, PG&E and County staff *have* established a schedule of joint meetings related to streetlight performance. To facilitate discussion during these meetings, PG&E will report out on streetlight problems, including results of follow up inspections and action taken to resolve the reported problem or a status report of pending resolution.

Providing safe and reliable service is one of my top priorities. Please contact me at any time that you have concerns about PG&E service.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce J. Mosley".

BRUCE J. MOSLEY
Director, Maintenance & Construction Area 2

BJM:alm

Attachments

Streetlight Service Level Commitment
To Contra Costa County
February 22, 2008

C-23
4-8-08

PG&E is committed to delivering a high level of service to Streetlight customers. To ensure a high level of responsiveness to Streetlight maintenance issues in Contra Costa County, PG&E is committed to the following (for Streetlight facilities maintained by PG&E):

1. Reporting Streetlight problems and tracking results.

PG&E will continue to utilize its web based system where streetlight service requests and problems can be reported via on-line request form. Original on-line reports are acknowledged via automated email response when received.

PG&E is committed to improving this system, and developing more robust on-line reporting and tracking systems that will serve to improve communication with all customers.

2. Responding to Streetlight outages.

a. Initial response to reported Streetlight outages.

PG&E will respond to and complete an initial assessment of reported Streetlight outages within 14 days of being notified of the outage.

b. Streetlight "burn outs".

PG&E will complete repairs of Streetlight "burn-outs" within 14 days of notification of the "burn-out" when the outage can be resolved by simple lamp replacement or similar repair.

c. Streetlight outages-other than "burn out".

Where the Streetlight outage is not the result of "burn-out" and additional work is required, PG&E will complete required repairs within 90 days of assessment of the Streetlight outage. This includes repair of lights damaged due to vandalism, and repairs of wiring problems (including subsurface wiring issues). If PG&E, for any reason, will not be able to complete repairs within 90 days PG&E will notify the customer and will provide an estimated date of completion for repairs.

d. Outages resulting from poles that are "knocked down".

Where a PG&E owned or maintained Streetlight pole is "knocked down", PG&E will provide immediate response to the "knock-down", and will secure the site, and make the situation safe prior to leaving the site. PG&E will complete any remaining required repairs within 90 days. If PG&E, for any reason, will not be able to complete repairs within 90 days PG&E will notify the customer and will provide an estimated date of completion for repairs.

3. Pole painting.

For Streetlight poles that were manufactured to be painted, PG&E will complete one cycle of pole painting by the end of 2008, and will then move to a ten year painting cycle. PG&E is scheduled to complete the initial cycle of pole painting in Contra Costa County by the end of 2007. After the current pole painting cycle is complete, PG&E will (if resources are available), accommodate "off-cycle" pole painting requests for poles manufactured for painting, on a time and material cost basis.

Streetlight Service Level Corrritment
To Contra Costa County
February 22, 2008

C23
4-8-08

4. Group Lamp Replacement Program.

PG&E will perform Group Lamp Replacements based on a five year schedule to replace all lamps maintained by PG&E. When group lamp replacements are performed, PG&E will also perform other maintenance work, such as testing and replacement of photocells (as required) and cleaning of glassware, reflector, or refractor.

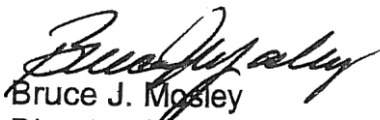
.5. New product choices.

Recognizing that some of the PG&E owned Streetlight infrastructure is aging, and will require replacement, PG&E will work with Contra Costa County to discuss options available for replacement lighting. When replacement of existing lighting facilities is required, as determined by PG&E, PG&E will work closely with Contra Costa County to provide information related to new product choices selected for characteristics related to improved energy efficiency, reduced glare and control of upward directed light as they become available and are approved for use in the PG&E Streetlight rate schedules.

On-going communication and reporting:

To ensure open communications, validate progress in our efforts to establish and maintain a high level of responsiveness related to the items specified above, and identify new or unresolved issues, PG&E will propose and establish a regular monthly meeting schedule with Contra Costa County.

To facilitate discussion during the proposed monthly meetings, PG&E will report out on Streetlight problems, including results of follow up inspections and action taken to resolve the reported problem or a status report of pending resolution.



Bruce J. Mosley
Director, Maintenance & Construction Area 2

Streetlight Service Level Commitment Summary of Goals and Target Dates (4/22/2008)

	Area of Focus- Service Commitment/Progress on Goals	Target Date
1	<ul style="list-style-type: none"> Detail of poles painted 2007 Burnout Lamp Replacements 	January 2008 Completed
2	2008 Forecast- Group Lamp Replacement Work <ul style="list-style-type: none"> Notify Contra Costa County of forecast of total lamps to be replaced in Contra Costa County 	January 2008 Completed
3	Goals and Progress to be Reported As Needed -to the City/County	
3a	Group Lamp Replacement <ul style="list-style-type: none"> PG&E to perform a study of the feasibility of performing group lamp replacement by City. Report Results of Feasibility Study to Contra Costa County. 	March, 2008
3b	Standard Maintenance Cycles <ul style="list-style-type: none"> Lamps to be scheduled on a 5 year cycle basis. Photo controls to be scheduled on a 10 year basis. Pole painting scheduled as needed. 	On-going
3c	Replace deteriorated facilities <ul style="list-style-type: none"> PG&E owned (Streetlight only) centerbore wood poles. PG&E will report quarterly status of planned and actual centerbore wood pole replacements. (Currently scheduled through 12/31/2012) 	On-going
3d	PG&E to streamline processes related to providing new Streetlight service installations. <ul style="list-style-type: none"> PG&E to report status of streamlined process to Contra Costa County by April 2, 2008 	April 2, 2008
3e	New Product Choices <ul style="list-style-type: none"> PG&E to provide more Streetlight options including decorative poles and fixtures. When PG&E determines that it is operationally necessary to replace a cobra head fixture, consistent with rate schedule LS1, PG&E will install a standard cut-off fixture as a replacement. 	On-going Requires approval of County or City for replacement proposal
3f	Streetlight maintenance reporting and tracking system <ul style="list-style-type: none"> * Monthly detail report showing progress of goals 	February 2008 Completed and will be on-going
3g	Repair Streetlight Outages <ul style="list-style-type: none"> "Burnout Repairs" – Lamp, photo control or similar repair. 	14 Days from Report
3h	Repair Streetlight Outages <ul style="list-style-type: none"> " Non- burnout repairs- Repair required more extensive than lamp, photo control or ballast. 	90 Days from Report
3i	Streetlight Repairs <ul style="list-style-type: none"> "Knockdowns" "Make Safe"-- Immediate Response Complete repairs -- within 90 days 	90 Days
3j	Paint "Missed" Poles <ul style="list-style-type: none"> For Streetlight poles manufactured for painting, and included under rate schedule LS2-C prior to the elimination of the separate pole painting charge in PG&E's tariffs, PG&E Will complete one cycle of pole painting by the end of 2008. (Will complete by the end of 2007 in Contra Costa County.) If any Streetlight poles meeting these tariff criteria were missed in this painting cycle, PG&E will respond to missed poles and paint as required. 	90 days from report



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 10/12/2020

Subject: CONSIDER report: Local, Regional, State, and Federal Transportation Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as Appropriate

Department: Conservation & Development

Referral No.: 1

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

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7883

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related 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

No written report in October

2. REGIONAL

No written report in October

3. STATE

Mr. Watts will attend the October Committee meeting to provide a verbal report in addition to the attached written report.

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

Mark Watts - State Legislative Report

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

October 6, 2020

TO: Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

SUBJECT: Sacramento Report – October TWIC Meeting

This report provides a status update on activities undertaken by the Newsom Administration and key legislative or state budget activities.

Newsom Administration

COVID-19 Related Impacts on Transportation Funding

While the transportation funding projections released with the May Revision to the Governor's 2020-21 State Budget were not welcome news, the estimated reduction in anticipated revenues compared to that of prior revenue estimates was better than expected. These more recent estimates continue to reflect that gas tax receipts will be reduced by \$1.8 billion in total over the next five years (budget year through 2024-25) and that most of the decrease (\$1.1 billion) will occur through the end of FY 2020-21.

In terms of programmatic impacts, the State Highway Operations and Protection Program (SHOPP) will see a reduction of \$556 million, cities and counties continue to expect to see a reduction of \$282 million in local streets and roads revenues, and the State Transportation Improvement Program (STIP) which funds state highway improvements, intercity rail, and regional highway and transit improvements will see a reduction of \$91 million through FY 2020-21.

Interestingly, at the time of this writing, Caltrans, in its most recent report to the CTC indicates that FY 2020-21 is shaping up to be the biggest overall construction program year in the Department's history. Supporting this is the immediate past CTC Allocation summary of \$1.85 billion for highway allocations and another \$126 million in Mass Transit allocations, all made at the august 2020 Commission meeting.

While the updated current year projections aren't likely to impact Caltrans work this year, Caltrans and the CTC have suggested that the funding eroded due to the state's response to the pandemic may have impacts for future year programs, such as not being able to add new projects to the 2022 SHOPP.

At the regional and local level, self-help counties are monitoring their revenues closely and have developed an assessment of pandemic response impacts for 16 of the 25 sales-tax measures. However, unlike Caltrans who has access to larger amounts of cash on hand, local projects are more likely to be impacted in the current year.

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

SB 743 Implementation / Executive Order N-19-19 Implementation / California Transportation Plan 2050

Over the course of the year, the executive branch has been busy implementing or preparing to implement several administrative matters in the transportation policy arena, including:

SB 743 Implementation.

In 2013 SB 743 was enacted which essentially eliminated traffic congestion as a potentially significant environmental impact under CEQA.

In its place, the amount of driving, measured by vehicle miles traveled (VMT), is now the metric for assessing transportation impacts on the environment and reducing the amount of driving is the way in which these impacts are mitigated.

The Newsom Administration, CalSTA, and Caltrans are fully committed to implementing SB 743. Therefore, it is highly suggested that agencies participate in stakeholder implementation opportunities and work closely with lead agencies in understanding how SB 743 implementation is impacting transportation at the project level across the state.

Executive Order N-19-19 Implementation.

In September 2019, Governor Newsom signed Executive Order N-19-19 which calls for actions from multiple state agencies to reduce GHG emissions and mitigate the impacts of climate change, including the transportation sector.

Immediately following the release of the EO, the Governor's Office and CalSTA clarified that nothing in the order calls for or otherwise requires a redirection or repurposing of SB 1 transportation funding and that a working group would be formed to guide its implementation.

Over this immediate past summer, CalSTA and Caltrans staff has initiated a series of outreach efforts, including an implementation survey conducted by CalSTA. Their planning horizon calls for release of an implementation plan in the coming weeks.

California Transportation Plan 2050.

Caltrans released its Draft California Transportation Plan 2050, the State's long-range transportation plan prepared under statutory requirements. It is intended to set forth a vision for mobility in California, complete with strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing GHG emissions. One local transportation entity has already identified at least one major concern with the Draft Plan – the recommendation to use potential road pricing revenues to fund affordable housing and non-auto modes of travel.

There is an active public comment period which ends on October 22, 2020.

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

Legislature

August represented the final opportunity for a comparatively smaller slate of bills than has been typical for the end of a legislative session to reach their final approvals in policy and fiscal committees. Bills that were still under consideration at that point in the legislative cycle were measures previously passed by their original house and that were facing the final parliamentary deadline to be acted upon and approved by the Legislature of August 31. Those successful bills are presently available for gubernatorial review and approval through the end of September. Two bills of interest to this region are:

SB 1349 (Glazer) – This bill is supported by the Authority and by Contra Costa County, among others, and would permit the County, and cities within the County, additional legal flexibility to impose local transactions and use taxes.

The bill passed the legislature and was approved by the governor. However, late changes to the bill related to CCTA tax authority did not include a modification to the current sunset date on CCTA tax authority and therefore, the amended chapter will sunset before the recent changes to the bill would otherwise become enacted.

SB 1291 (Beall) – This measure emerged as a collaboration with the California Association of Councils of Government (CalCOG), the statewide entity that monitors transportation planning agency interests. The specific language provides some much-needed flexibility to regional agencies that otherwise face developing the Federal Statewide Transportation Improvement Program (FSTIP) in the face of uncertainties related to federal changes under the SAFE Vehicles Rule. Together, TC and CalCOG worked with the Senate Transportation Committee staff to establish the provision as the basis for a committee bill, SB 1291.

The Governor approved the measure.

Other Transportation Legislation

Over the course of the legislative session a number of other measures were amended to deal with transportation related policies of interest to the industry.

SB 1351 (Beall) – the author's stated intent for the measure is to provide economic activity and stimulus to address the COVID-19 pandemic by accelerating SHOPP projects through revenue bonds backed by SB 1. The bill was amended to include major policy improvements: (1) correction of a potential threat to local road repair funds, (2) providing that the selection of projects be delegated to Caltrans and (3) the requirement that eligible projects would have previously been listed within the 2020 CTC - approved SHOPP program. In addition, the measure was amended in the Assembly to include a cap on the allowable revenue bond at \$5 billion; this will permit the state to seek acceleration of SHOPP projects while retaining adequate annual revenues to fund projects on an ongoing basis.

SB 1351 was vetoed by the governor.

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

SB 288 (Wiener) – would provide statutory CEQA exemptions for many transit, bicycle program, and pedestrian projects. If enacted, the new statutory provisions will sunset on January 1, 2023.

The bill was approved by the Governor.

SB 757 (Allen) – would expedite administrative and judicial review procedures for major transit projects. Although the bill was passed by the Legislature, it was tied to another bill, SB 995, which would have provided similar expedited CEQA judicial process for housing.

SB 757 was vetoed by the governor as SB 995 did not pass the Legislature.

STATE BUDGET - August Budget Trailer Bill

This year, AB 90 became the initial state government trailer bill for the 2020-21 budget, and it contained numerous necessary changes to implement the 2020 Budget Act. Several beneficial provisions related to transportation programs were enacted:

National Environmental Policy Act of 1969 (NEPA)

Current law allows the California State Transportation Secretary to assume responsibilities under the National Environmental Policy Act (NEPA) and other federal environmental laws for any railroad, public transportation, or multimodal project until January 1, 2021. This bill would extend that authority one additional year, until January 1, 2022.

Transit Agency Relief

Additionally, AB 90 included a “hold harmless” provision designed to ensure that the share of state allocations to local transit agencies is unchanged for three transit programs for 2020-21 and 2021-22. Specifically, the provision applies to the State Transit Assistance Program, the State of Good Repair Program, and the Low Carbon Transit Operations Program.

In addition, AB 90 also temporarily suspends the financial penalties for noncompliance with certain requirements of the State Transit Assistance Program. Specifically, transit operators are not required to maintain a specified ratio of fare revenues to operating costs for 2019-20 and 2020-21. In addition, transit providers are no longer required to keep hourly operating costs lower than costs in prior years for 2020-21 and 2021-22.

Finally, a later trailer bill grants transit agencies greater flexibility on the use of funds received through the State of Good Repair Program. Normally, these funds are restricted to be used for capital expenses. However, for the 2019-20 through 2021-22 fiscal years, transit agencies are allowed to use these funds for any operating or capital expenses to maintain transit service levels.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 10/12/2020

Subject: REVIEW Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

This is a standing item on the TWIC agenda.

Referral Update:

Communication Received:

Leland Frayseth - Resident

9-22-20 Email to California Water Commission, Staff and Public re: Sacramento River (copy to TWIC)

8-20-20 Email to California Water Commission Re: Austerity and Demobilization Plan (copy to TWIC)

8-23-20 Email to California Water Commission Re: Water Storage Investment Program (copy to TWIC)

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

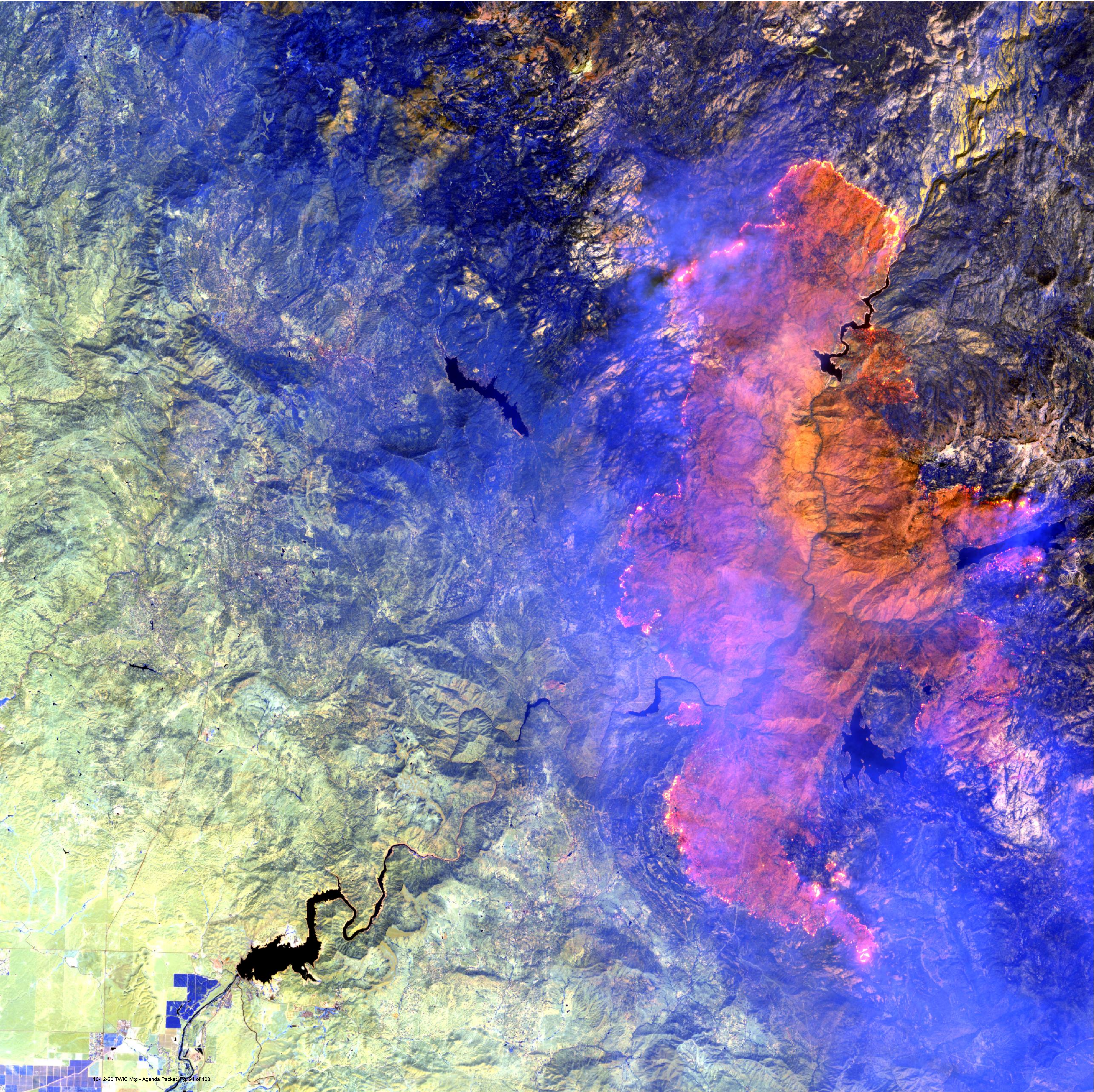
Creek Fire - satellite

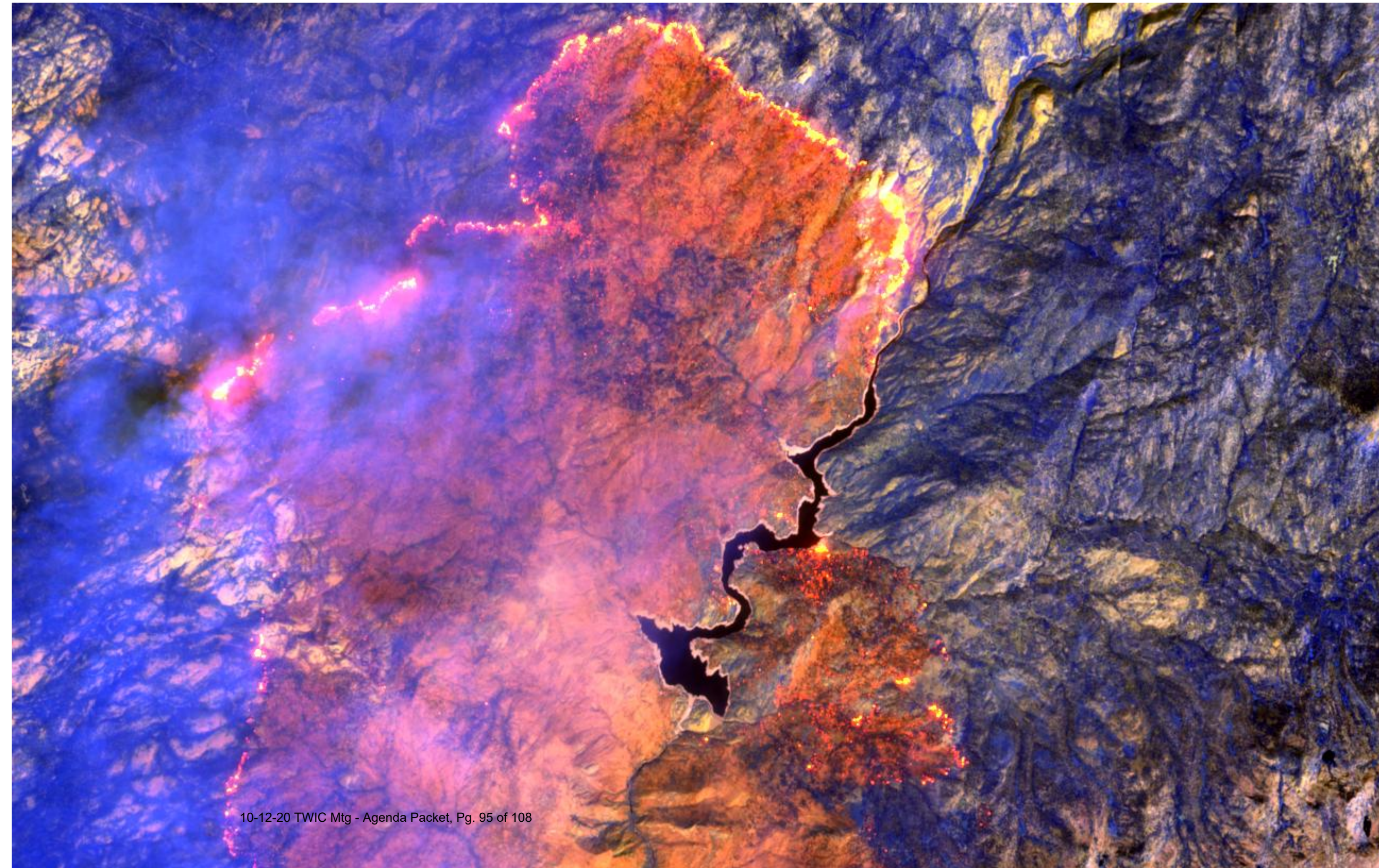
Mammoth Pool Reservoir - satellite

09-22-20 EMail LFrayseth, Sacto River

08-20-20 Email, update 1.

08-23-20 Email, updates 2, 3, 4.





From: Leland Frayseth

Sent: Friday, September 18, 2020 7:45 AM

Subject: Leadership failure crane topples into Sacramento River repairing Paintersville Bridge

Leadership failure crane topples into Sacramento River repairing Paintersville Bridge

Dear Commissioners, Staff and the Public,

This is my 36th letter to the California Water Commission. Please accept the attached 16 Sept 2020 pictures for the 21 Oct 2020 CWC meeting under the public comment agenda item.

For those unfamiliar with this location it is right in the middle of the Delta Conveyance Design and Construction Authority's planned intakes. We are at the peak of the fall run Chinook salmon migration and salmon have to swim through this area right now that is fouled with oil from the crane. This highlights the need for safety planning, training and consequences during the Delta Conveyance 10 year construction. Leaders at the top need to be fired when a hazardous situation, to their workers and our salmon, like this occurs. These old bridges in the Delta cannot handle the occasional load of a farmers truck full of tomatoes yet alone heavily loaded trucks of tunnel muck every 5 minutes during the peak of Delta Conveyance Construction.



Thank you,
Leland Frayseth
Concerned citizen, taxpayer, Sacramento and Mokelumne fisherman

From: Leland Frayseth

Date: August 20, 2020 at 9:58:54 PM PDT

To: Rachel Murphy, Jennifer Allen, John Burgh, John Cunningham, Sarah Sugar, Paige Uttley, Eerik Erreca, Michael Mierzwa, Gearheart Greg, Karen Mogus, Bill Wells, Scott Anderson, Daniel Bacher,

Cc: Armando Quintero, Yun, Joseph, Amy Young, Brianna Shoemaker

Subject: European Space Agency Copernicus Sentinel 2 satellite image 17 Aug 2020 (18:49:19 Zulu) Los Vaqueros Reservoir California USA Watershed fire from lightning strike

Colleagues,

European Space Agency (ESA) Copernicus Sentinel 2 satellite image 17 Aug 2020 (18:49:19 Zulu) Los Vaqueros Reservoir California USA Watershed fire from lightning strike

I penetrated the smoke layer obscuring the visible spectrum by using the default atmospheric penetration mapping of colors and wavelengths in SNAP 7.0.4.

Color Band nano-meters

Red B12 2190

Green B11 1610

Blue B8A 865

The satellite will be flying over us again Saturday morning. I will make a new image like this to see how much the fire has grown. If the wind clears the smoke I am interested in seeing in the visible spectrum the dye marked aerial drops of fire retardant in the watershed because it is high in phosphorus which is the key ingredient in CyanoBacterial Hazardous Algal Blooms (CyanoHABs). This reservoir has a known seasonal algal bloom and is used by my water district to deliver water to the tap in my home. I use the water to drink, cook, clean and bathe. I am posting this to the Sentinel Toolbox Exploitation (STEP) forum because ESA Copernicus is light years ahead of NASA LandSat under Trump and I am grateful ESA shares this technology with us and the world for free.

Leland



Contra Costa Water District CA x +

ccwater.com/AlertCenter.aspx?AlertID=Los-Vaqueros-Watershed-closed-due-to-a-f-47

Apps Bookmarks


WATERSHED CLOSED

Los Vaqueros Watershed closed due to a fire. [Read On](#)

ABOUT US CUSTOMER SERVICE WORKING WITH US YOUR WATER LOS VAQUEROS

CONTRA COSTA WATER DISTRICT

Home | f | Search CCWD site...



Home | Alert Center

Public Safety Alerts

[Back](#)

August 16, 2020 5:29 PM
Los Vaqueros Watershed closed due to a fire.
The Los Vaqueros Watershed is currently closed due to a fire. More details to follow. Watershed closed until further notice.

f | |

waterboards.ca.gov/centralvalley/water_issues/wildfire_response/faq/

Apps Bookmarks

CA.gov

CALIFORNIA WATER BOARDS Central Valley R5

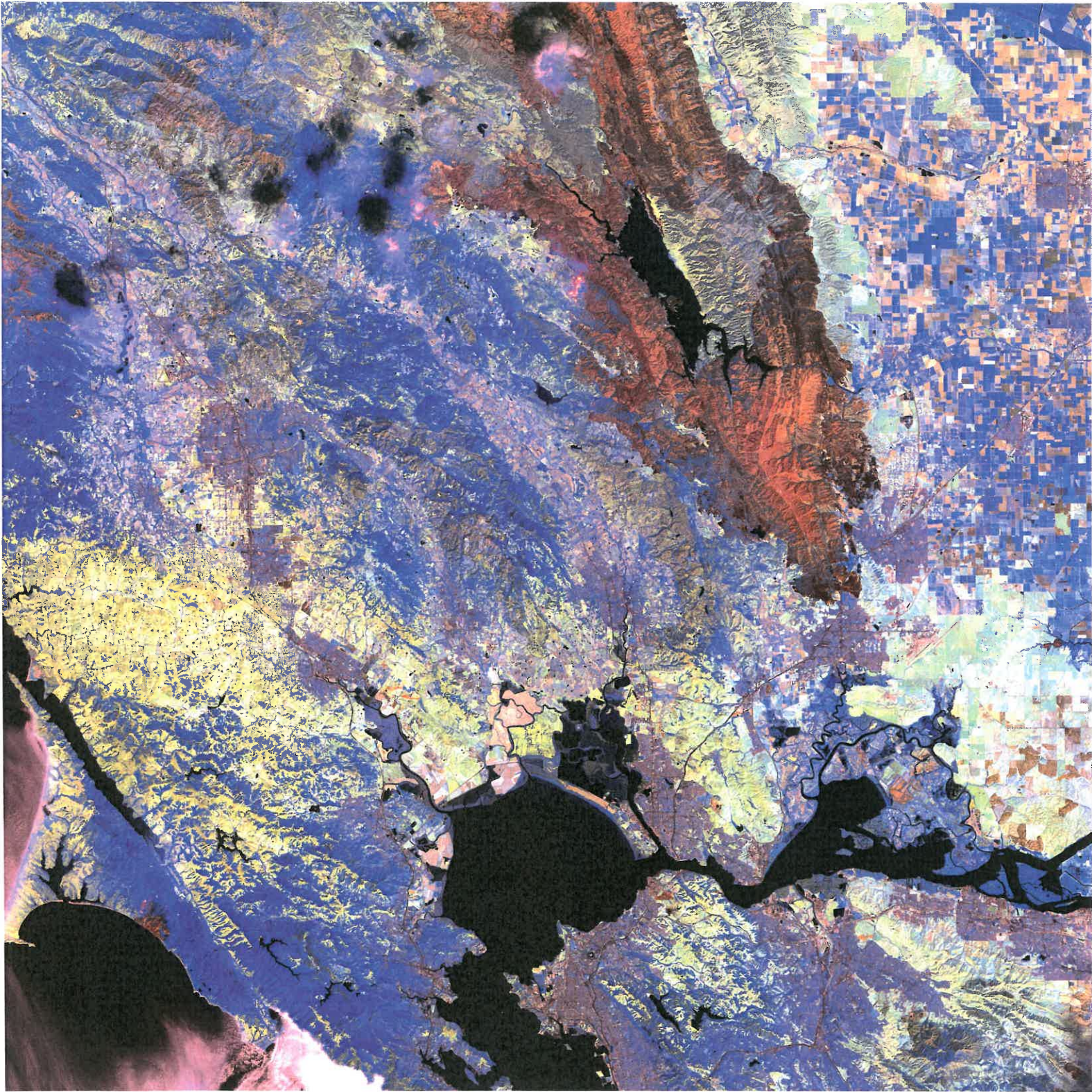
Regional Board Programs News Room Board Dec

Fire Retardant and Water Quality

Firefighting agencies use a variety of materials as fire retardants for air-drop (the reddish substance that you see coming from planes, and that might be left on the landscapes and structures within or near the burned area). Most fire retardants have the same active ingredient: phosphorous. Phosphorous is one of the building blocks of plant life, so it can be taken up by plants surviving the fire. The phosphorous that is not taken up by plants on the landscape may become mobile in the first few rainfall events, and make its way to the nearest waterbody in runoff. While it is possible that this compound can contribute to eutrophication (when a body of water becomes overly enriched with minerals and nutrients that induce excessive growth of plants and algae), it is more likely that precipitation associated with the wet season will result in the phosphorous being pushed out to larger water systems and diluted with the greater quantities of water present in those systems.

- More information on the USFS fire retardant systems is available here:
<https://www.fs.fed.us/rm/fire/wfcs/products/>
- More information on the, CALFIRE, fire retardant system is available here:
http://www.calfire.ca.gov/fire_protection/fire_protection_air_program/





From: Leland Frayseth

Sent: Tuesday, August 25, 2020 6:20 AM

To: Kellye J Kennedy, Rachel Murphy, Jennifer Allen, John Burgh, E. Avila, S. Palmer, John Cunningham, Sarah Sugar, Paige Uttley, Erik Erreca, Michael Mierzwa, Greg Gearheart, Karen Mogus, Bill Wells, Scott Anderson, Daniel Bacher

Cc: Armando Quintero, Joseph Yun, Amy Young, Brianna Shoemaker

Subject: Re: European Space Agency Copernicus Sentinel 2 satellite image 17 Aug 2020 (18:49:19 Zulu) Los Vaqueros Reservoir California USA Watershed fire from lightning strike

Update 4

Colleagues,

ESA Copernicus Sentinel 2A satellite image Marin, Napa, Sonoma, Solano counties captured 22 Aug 2020 18:49:21 Zulu processed in infrared bands for atmospheric penetration through smoke. I hear on KPIX 5 news Inverness is being evacuated and I know one of our colleagues on this thread lives in Marin so I downloaded this satellite track showing the Pt. Reyes and I processed it this morning.

Check out Lake Berryessa it was completely encircled by fire. It will be interesting when the smoke clears and I can put the natural colors visible bands to work looking for red fire retardant dye loaded with phosphorus. I already have a plan to identify those pixels and with visible bands I get 10 meter resolution, infrared bands are 20 meter resolution. LandSat is poor resolution and I don't trust the calibration Trump has gutted science and scientists. If CalFire dropped fire retardant around Lake Berryessa and it washes down into the Lake, Berryessa could very well bump Clear Lake out of 1st place for studying Cyanobacterial Algal Blooms. Exciting times to be a Citizen Scientist and advocate on water policy issues. Sentinel 2B will be flying over us in 2 days snapping a fresh set of pictures for me to process. I wish I had a faster computer with a bigger screen, my laptop is 7 years old because Presiden Borba and her Board keep jacking up my water rates to pay for Los Vaqueros reservoir 275,000 AF (acre-feet) expansion studies. My water rates are up 150% in the last 4 years and get this Marathon Petroleum has announced it is closing the Martinez refinery this fall so CCWD will be losing \$7M in annual net revenues of treated and untreated water for that 1 customer. I am not making that up; it is in CCWD's Covid-19 Financial Plan Impact Report prepared for their Finance Committee meeting this Friday.

I have to get this image posted up on the Coastside Fishing forum, fishermen and fisherwomen know a lot about water and water policy, they will have a lot to say about this Marin, Napa, Sonoma, Solano image a lot of them fish out of Bodega Bay off 10 Mile Beach and down to Duxberry.

Leland

On Sun, Aug 23, 2020 at 8:46 PM Leland Frayseth wrote:

Update 3

My friend Jwr on the Coastside Fishing forum asked for an infrared processed picture of the Santa Cruz fire near him. First picture is infrared, second is the visible light spectrum but the smoke makes it pretty worthless. Santa Cruz bay is in the lower right corner. These images were taken 22 Aug 2020 18:49:21 Zulu by ESA Copernicus Sentinel 2. I think the trees near the coast are a lot more flammable than the Valley Oaks out here in the valleys when you zoom in on this Santa Cruz image you see a web of little fires emitting infrared everywhere.

My mentor Dr. Braun at the University of Tübingen Germany wrote "very good" on my STEP forum post of these lightning strike fires, he helped me when I was learning to process Copernicus images 18 months ago with bandmath using chlorophyll as a proxy for cyanobacterial algal blooms in Los Vaqueros reservoir. Leland

On Sun, Aug 23, 2020 at 7:22 AM Leland Frayseth wrote:

Dear Colleagues,

Update 2

Headline in this morning SF Chronicle "Freaking War Zone" and ESA Copernicus Sentinel 2A and 2B satellite images certainly reveal that. Attached 22 Aug SNAP processed satellite images reveal fire lapping at Los Vaqueros reservoir marina dock and another fire from the north that was very small in the 17 Aug image getting near "racist" John Muir Interpretive Center building at the dam end.

Another fire is getting closer to San Luis reservoir that will be of interest to farmers and folks living in LA and San Diego. I think we need to start today a conversation of more than 3 minutes for the public to speak about leaving our water in the Delta, storing it safely underground not in surface reservoirs, stop the fracking nonsense that destroys aquifers and build desalination plants in the south land.

For those writers and reporters on this thread if you publish please give credit to the European Space Agency Copernicus Sentinel program for the satellite images. ESA's sensors are well calibrated and their technology is rock solid unlike Landsat under Trump that is like an old man with dirty pop bottle bottom cataract glasses.

Leland Frayseth
Very Concerned Citizen and Taxpayer

On Fri, Aug 21, 2020 at 5:55 AM Leland Frayseth wrote:

Update: The Copernicus Sentinel 2 SNAP 7.0.4 processed satellite image of Los

Vaqueros Reservoir Watershed lightning strike has been elevated by the Sentinel Toolbox Exploitation Platform (STEP) forum moderator to the "Showroom" and is receiving international "likes".

I do not always agree with the Governor but I think he nailed it in this last minute video to the DNC convention <https://youtu.be/jqGJlDwqNcw> raking leaves is not the solution to our climate change problems.



