



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

May 9, 2022
9:00 A.M.

To slow the spread of COVID-19, in lieu of a public gathering, the meeting will be accessible via Zoom to all members of the public as permitted by Government Code section 54953(e).

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:	<p>Items may be taken out of order based on the business of the day and preference of the Committee.</p> <p>You are invited to a Zoom meeting.</p> <p>When: May 9, 2022 09:00 AM Pacific Time (US and Canada)</p> <p>Please click the link below to join the meeting: https://cccouny-us.zoom.us/j/82776646122</p> <p>Meeting ID: 827 7664 6122</p> <p>Or Telephone, dial: USA 214 765 0478 US Toll USA 888 278 0254 US Toll-free</p> <p>Conference code: 198675</p>
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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 March 14, 2022, Transportation, Water and Infrastructure 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)
4. **RECEIVE staff report and RECOMMEND that the Board of Supervisors authorize the Public Works Director, or designee, to submit grant applications to the State Department of Transportation and the Metropolitan Transportation Commission under the Active Transportation Program.** (Craig Standafer, Contra Costa County Public Works Department)
5. **CONSIDER Fiscal Year 2022/2023 Road Maintenance and Rehabilitation Account Project List for unincorporated Contra Costa County, and DIRECT staff as appropriate including a recommendation that the Board of Supervisors approve the Fiscal Year (FY) 2022/2023 Road Maintenance and Rehabilitation Account (RMRA) Project List for unincorporated Contra Costa County.** (Nancy Wein, Contra Costa County Public Works Department)
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)
7. **CONSIDER report to the Board of Supervisors on the status of items referred to the Committee for 2020 and 2021, and FORWARD to the Board of Supervisors.** (John Cunningham, Department of Conservation and Development)
8. **RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development)
9. **The next meeting is currently scheduled for June 13, 2022.**

10. **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) 655-2915
john.cunningham@dcd.cccounty.us

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

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



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 05/09/2022

Subject: REVIEW record of meeting for March 14, 2022, Transportation, Water and Infrastructure Meeting.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham (925)655-2915

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 March 14, 2022, Committee Meeting with any necessary corrections.

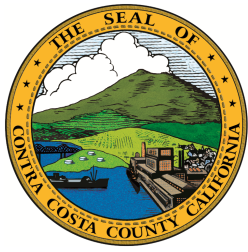
Fiscal Impact (if any):

N/A

Attachments

March 2022 TWIC Meeting Record

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR
March 14, 2022

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Present: Diane Burgis, Chair
Candace Andersen, Vice Chair

Staff Present: John Cunningham, DCD, TWIC; Michael Kent, CCHS; Will Nelson, DCD; John Kopchik, DCD; Jeff Valeros, PWD; Alexander Zandian, PWD; Jody London, DCD

Attendees: Jonathan Largent, Senior Engineer, CCWD; Jan Warren, CA Senior Legislature; Kari McNickle, Fehr & Peers; Mark Watts; Peter Engel, CCTA; John A. Burgh, CCWD

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).

No public comment.
3. **CONSIDER** Administrative items and Take ACTION as appropriate.

No action taken.
4. Staff recommends approval of the attached Record of Action for the December 13, 2021, Committee Meeting with any necessary corrections.

The Committee CORRECTED the 12-13-2021 meeting Record of Action to show that Supervisor Burgis was absent, the Committee then unanimously APPROVED the meeting record.
5. **RECEIVE** the public draft of the Active Transportation Plan Report, dated March 2022, and **DIRECT** staff of the Public Works Director, on behalf of the County, to incorporate comments and present to the full Board of Supervisors.

The Committee unanimously APPROVED the staff recommendation which included bringing the item to the March 29th Board of Supervisors meeting. Comments included an emphasis on finding resources to implement the Iron Horse Corridor improvements including trail separation.

6. ACCEPT the recommendations from the Hazardous Materials Commission to address the potential impacts of sea level rise, and DIRECT staff as appropriate.

The Committee unanimously ACCEPTED the recommendations, commentary included: the need to solicit additional feedback given the limited survey participation rate, the need to avoid piecemeal reporting by having one department be the "convener" (w/the consensus landing on DCD in that role), an observation that while DCD can act as the "policy venue" the "action venue" is equally important and needs to be defined, and DCD staff offered to report back on the development of a work plan.

7. CONSIDER recommending the Chair of the Board of Supervisors sign a letter expressing the County's support for the Contra Costa Water District's pursuit of grant funding for the timely replacement and completion of their Shortcut Pipeline Phase 3 Improvements Project.

The Committee unanimously RECOMENDED that the Board of Supervisors sign a letter establishing the County's support for the Contra Costa Water District's grant application for the Shortcut Pipeline Phase 3 Improvements Project.

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

The Committee RECEIVED the report, and supported the proposed state budget request for Accessible Transportation Strategic Plan implementation funding.

9. Consider recommendations on referrals to the Committee for 2022, revise as necessary, and direct staff to bring the list to the full Board of Supervisors for approval.

The Committee unanimously APPROVED the list of TWIC referrals for 2022.

10. RECEIVE information and DIRECT staff as appropriate.

The Committee REVIEWED the items and provided commentary re: bus shelter programs noting the importance of shelters and the subregional differences between the programs.

11. The next meeting is currently scheduled for April 11, 2022.

12. 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: 05/09/2022

Subject: Grant applications to Caltrans and the Metropolitan Transportation Commission under the Active Transportation Program

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

Department: Public Works

Referral No.: 2

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

Presenter: Craig Standafer, Public Works Dept. **Contact:** Craig Standafer(925)313-2018

Referral History:

The Public Works Department has historically submitted grant applications for the State Department of Transportation (Caltrans) Active Transportation Program (ATP).

Referral Update:

The Board of Supervisors authorized submission of applications to the State Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC) for the Active Transportation Program (ATP) in 2014, 2015, 2017, 2018, and 2020 for Cycles 1 through 5. Similar to past years, the Public Works Department (PWD) provides the following staff report with recommendations for candidate projects and requests authorization to submit these applications to compete for both Statewide and Regional funding awards.

The call for projects for ATP was released on March 16, 2022, for Cycle 6 funding, with applications due on June 15, 2022.

The ATP grant is always highly competitive with only about 20% of those who apply receiving funds. The County's history of applying for the ATP grant application is as follows:

- In Cycle 1, the County submitted four (4) applications among the 771 statewide applications and the County was awarded \$800,000 for the Port Chicago Highway and Willow Pass Road Bike and Pedestrian Project, which was constructed in 2016.
- In Cycle 2, the County submitted four (4) applications among the 600 statewide applications and the County was awarded \$4,700,000 for the Bailey Road State Route 4 Interchange Project, which was constructed in 2021.
- In Cycle 3, the County submitted four (4) applications among the 447 statewide applications and the County was awarded \$3,917,000 for the Fred Jackson Way First Mile/Last Mile Connection Project and the Pacheco Blvd Sidewalk Gap Closure Phase 3 Project, which were constructed in 2021 and 2018, respectively.
- In Cycle 4, the County submitted five (5) applications among the 554 statewide applications and the County did not receive any funds.
- In Cycle 5, the County submitted six (6) applications among the 447 statewide applications and the County was awarded \$6,159,000 for the Bailey Road Bicycle Project, which is now referred to as the Bailey Road Active Transportation Corridor Project and is expected to be constructed in 2025.

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

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

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

RECOMMENDED CANDIDATE PROJECTS:

Staff recommends the following candidate projects be submitted for ATP funding consideration. These projects are recommended based upon their competitiveness, project readiness, and staff availability to complete each application. Should any of the following projects be awarded, staff will then assess funding availability to meet the local funding match requirements of the grant. The projects recommended below are all within disadvantaged communities or provide a benefit to service a population within a disadvantaged community to assure competitiveness.

The following projects are being resubmitted from the 2020 call for projects: Appian Way Pedestrian Crossing Enhancements (previously called Appian Way Complete Streets), Carquinez Middle School Trail Connection, Market Avenue Complete Streets, and San Pablo Avenue Complete Streets/Bay Trail Gap Closure. Although these previous applications were not awarded in the previous cycle, staff has received feedback from the review committee and has improved the applications accordingly. The following new projects are being submitted: Fourth Street Crosswalk Enhancement, Pacifica Avenue 2-Way Cycle Track, and Port Chicago Highway Corridor Study. A description of each project is included below.

Appian Way Pedestrian Crossing Enhancements – El Sobrante

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

The planning efforts include the full extent of Appian Way from San Pablo Dam Road to the City of Pinole. During the course of applying for this grant, public outreach will be conducted at the areas of crosswalk enhancements along Appian Way from Valley View Road to San Pablo Dam Road and the proposed traffic signal improvement at the intersection of Argyle Road and Appian Way. Once community feedback is received, these public improvements will better serve the local businesses and will also support the original Appian Way Corridor study for Complete Streets. Appian Way is a main roadway arterial, and the corridor consists of small businesses that serve within a largely residential community. The proposed crosswalk enhancements include pedestrian-actuated flashing beacons, and the Public Works Department is reviewing site conditions for pedestrian refuge islands and curb extensions/bulb-outs at various locations along Appian Way. The proposed warranted traffic signal at Argyle Road and Appian Way improves the traffic circulation to and from the El Sobrante Christian School during peak drop off and pick up times. These improvements are invaluable to members of this community who are seeking a better walking experience and improved connectivity to the local businesses, school, bus routes, and other places of interest.

Carquinez Middle School Trail Connection – Crockett

The Public Works Department is partnering with the John Swett Unified School District (JSUSD), to close a 1,000-foot gap on the multi-use Carquinez Strait Scenic Loop Trail (CSSLT). This trail connection will provide safe access for pedestrians along the west side of Crockett Boulevard from Pomona Street to Carquinez Middle School, Willow High School, and beyond to the East Bay Regional Park District (EBRPD) Crockett Hills Regional trail.

The trail connection will serve residents of the community of Crockett, regional visitors, and students who attend either of the two schools. Currently, students who attend Carquinez Middle School access the campus from the southwest corner of Pomona Street and Crockett Boulevard down a staircase. The school site is located approximately twenty feet below the elevation of the roadway. There is currently no direct access for mobility-impaired individuals. In addition, the students of Willow High School who depart the Regional transit bus at the intersection of Crockett Boulevard and Pomona Street must walk 1,200 feet along the roadway shoulder of busy Crockett Boulevard to access their school.

The project will include grading and paving an ADA-compliant separated path that runs parallel to Crockett Boulevard through Carquinez Middle School to Willow High School and beyond to the EBRPD staging area. The JSUSD will maintain the trail, potentially in partnership with the EBRPD. Since this project serves students of Carquinez Middle School and Willow High School as well as closes a gap in a regional trail, this project is expected to be competitive.

Fourth Street Crosswalk Enhancement – Rodeo

The goal of the Fourth Street Crosswalk Enhancement Project is to improve pedestrian safety along Fourth Street between Parker Avenue and Garretson Avenue in Rodeo. This is a primary route to access Rodeo Hills Elementary School for students and their parents. Rodeo Hills Elementary School is the only elementary school in the John Swett Unified School District, which serves the residents of Rodeo, Crockett, and Port Costa. Presently students walk on substandard sidewalks and in some cases non-existent curb ramps for several blocks of Fourth Street in order to access the school.

Fourth Street currently has a pavement width of 40 feet, consisting of two 12-foot travel lanes and two 8-foot parking strips. Sidewalks are a substandard four (4) feet wide on each side of the street for most of the Project length, and there is a sidewalk gap of about 100 feet on the south side of Fourth Street east of Lake Avenue.

The project proposes to slow vehicle traffic by narrowing traffic lanes and constructing bulb-outs. Rectangular rapid-flashing beacons will be installed at the crosswalks on Fourth Street. ADA-compliant curb ramps will be constructed at all intersections and sidewalks will be upgraded to meet ADA standards. A sidewalk will be constructed to close the gap at Lake Avenue. Utility relocation will be needed in order to construct ADA-compliant sidewalks.

Potential outreach targets include the administration of Rodeo Hills Elementary School and the Rodeo MAC. Previous projects in the area include the Parker Avenue Reconstruction Project in 2005, which consisted of a road diet and other pedestrian safety features, and the Rodeo Pedestrian Enhancement Project in 2021, which added a crosswalk and flashing beacon system at the intersection of Parker Avenue and Sixth Street.

Market Avenue Complete Streets – North Richmond

The Market Avenue Complete Streets Project is located along Market Avenue between Fred Jackson Way and 7th Street. Market Avenue is a minor arterial commonly utilized to travel between residences, community facilities, Verde Elementary School, and the neighboring City of San Pablo. The existing condition of Market Avenue includes wide travel lanes, substandard sidewalk conditions, and substandard curb ramps. The overall purpose of the project is to increase accessibility and support safer routes for users of active transportation. In July 2018, staff from the Public Works Department presented multiple multi-modal alternatives for Market Avenue between Fred Jackson Way and 7th Street to the North Richmond Municipal Advisory Council, and there was overwhelming support for widened, ADA-accessible sidewalks.

The proposed project includes construction of ADA-compliant curb ramps, bulb-outs, sidewalk widening, and Class III shared-lane markings for bicyclists. The ADA-compliant curb ramps and sidewalk widening will improve accessibility for people with disabilities. The bulb-outs will reduce the crosswalk travel distance at the intersection of Market Avenue and Giaramita Street, where students typically cross on their commute to Verde Elementary School. The addition of shared-lane markings is intended to alert drivers to share the road with bicyclists and encourage the use of active modes of transportation.

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

Pacifica Avenue 2-Way Cycle Track – Bay Point

The Pacifica Avenue 2-Way Cycle Track Project is located along Pacific Avenue between Driftwood Drive and Port Chicago Highway. Pacifica Avenue is a key connection to schools and community destinations in Bay Point while being classified as a major collector. With four schools on the corridor, a community garden, the YWCA, health centers, the library, and multiple faith organizations, Pacifica Avenue is a critical corridor for walking and biking. There are trail connections on either end of Pacifica Avenue linking the roadway to the Delta De Anza Trail. The existing conditions of Pacifica Avenue include two travel lanes, Class II bike lanes, substandard sidewalk east of Riverview Middle School, on-street parking, and a number of bus stops. The goal of this project is to increase access, connectivity, and provide safety improvements for students utilizing active forms of transportation to get to school.

As part of outreach efforts for Contra Costa County's Active Transportation Plan, a pop-up event was held at Riverview Middle School in 2021, where dozens of students provided feedback on what type of challenges they face traveling to school. The improvements included in this project aim to solve those challenges and concerns, creating a more comfortable and safe route to school.

The proposed project includes construction of a Class IV two-way cycle track on the south side of the Pacifica Avenue between Port Chicago Highway and Riverview Middle School, pedestrian safety enhancements at uncontrolled crossing locations, sidewalk gap closure, lane width reduction, and wayfinding signage. The Class IV separated bikeway will provide dedicated space for children biking along Pacifica Avenue trying to reach their desired destination. Crossing enhancements aim to increase pedestrian safety by making pedestrians more visible and lowering speeds of oncoming traffic. Closing sidewalk gaps will increase access and connectivity to the already improved pedestrian facilities west of Riverview Middle School. The implementation of these improvements will provide a safe multi-modal friendly route for the community and encourage active transportation.

Port Chicago Highway Corridor Study – Active Transportation Plan Grant Application

The Port Chicago Highway Corridor Study will assess the current traffic conditions on Port Chicago Highway between Driftwood Drive to Willow Pass Road in Bay Point, California. The study's traffic condition assessment will include vehicular counts and turning movements along this main route that connects the Bay Point community to significant destinations, such as schools, businesses, places of worship, and public transit. The study will also evaluate existing and proposed land uses, pedestrian and bicyclist counts, and collisions along this corridor. The Bay Point community will be involved in this study to highlight the challenges that they face when they walk and/or bike. The engagement of this disadvantaged community will help shape the much-needed pedestrian and bicycle improvements.

The study findings will not only address the barriers to bicycling and walking, but will also provide the basis for the planning of the proposed Port Chicago Highway Complete Street project listed in the Active Transportation Plan. This project will extend between Willow Pass Road and McAvoy Road, and will explore converting Port Chicago Highway's four lanes between Willow Pass Road and Kevin Drive to two lanes, with a center lane that allows left turns. This three-lane lane reconfiguration would provide the necessary space for continuous pedestrian and bicycle facilities that will offer non-motorized users a safe and convenient route and will encourage active modes of transportation in the Bay Point area.

San Pablo Avenue Complete Streets/Bay Trail Gap Closure – Rodeo/Crockett

The San Pablo Avenue corridor between Rodeo and Crockett has been recognized in numerous prior planning documents as a key route and targeted for multi-modal improvements. The County's 2005 General Plan designates this portion of the corridor as a Scenic Route, given its surrounding landscape and views of San Pablo Bay, the Carquinez Strait, and the Briones Hills. The 2009 Countywide Bicycle and Pedestrian Plan proposes a Class II bicycle facility on this portion of San Pablo Avenue and noted that this facility is part of the county's larger bicycle and pedestrian network. The West Contra Costa Transportation Advisory Committee 2017 Action Plan designated the San Pablo Avenue corridor as a Route of Regional Significance and has identified an action to implement a complete streets/Bay Trail project connecting Rodeo and Crockett.

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

This project aims to provide a shared bicycle and pedestrian path on the northern side of the corridor, separated by a physical barrier. This will be accomplished by reducing the existing four travel lanes to one travel lane in each direction with center left-turn lanes, dedicated left-turn pockets, and truck climbing lanes. The addition of a shared bicycle and pedestrian path will

close a 3-mile gap of the San Francisco Bay Trail, further connecting these two towns, as well as the other amenities tied to the San Francisco Bay Trail. The anticipated benefits are numerous as the new infrastructure will not only provide an option for local residents to use an active mode of transportation for their commute but also extends well beyond these two towns to provide to the existing San Francisco Bay Trail, a 29-mile connection between Vallejo and Oakland.

NEXT STEPS:

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

Recommendation(s)/Next Step(s):

RECEIVE staff report and RECOMMEND that the Board of Supervisors authorize the Public Works Director, or designee, to submit grant applications to the State Department of Transportation and the Metropolitan Transportation Commission under the Active Transportation Program.

Fiscal Impact (if any):

The ATP program does not require a local match for funding; however, one of the scoring categories is based upon leverage of local funds. In order to be competitive, the County should consider pledging local funds in the range of 10-15%, using Area of Benefit Funds when applicable. During preparation of the grant application, staff will determine the appropriate local match that can be financially supported by the local road fund account to create a competitive application package. In the event that a candidate project is awarded ATP Cycle 6 funds but local road fund revenue has been severely impacted due to competing priorities, the County may not be able to accept the grant award as the pledge to leverage local dollars may not be able to be satisfied. Staff time to apply for the ATP grants is funded with local road funds.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 05/09/2022

Subject: Consider Fiscal Year (FY) 2022/2023 Road Maintenance and Rehabilitation Account (RMRA) Project List for unincorporated Contra Costa County

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

Department: Public Works

Referral No.: 1

Referral Name: Review legislative matters on transportation

Presenter: Nancy Wein, Public Works Dept. **Contact:** Nancy Wein(925)313-2275

Referral History:

On April 28, 2017, the Governor signed Senate Bill 1 (SB1), which is known as the Road Repair and Accountability Act of 2017.

SB1 increased several taxes and fees to raise over \$5 billion annually in new transportation revenues. SB1 also includes inflationary adjustments in the revenue to local agencies so that the purchasing power of the funds does not decrease as it has in the past. SB1 prioritizes funding towards maintenance and rehabilitation and safety improvements on state highways, local streets and roads, and bridges and improvements on the state's trade corridors, transit, and active transportation facilities.

SB1 Funds were available to cities and counties starting in FY 2017/2018 and are comprised of two parts - an increase in the original gas tax revenue that local agencies have been receiving prior to 2017 and Road Maintenance and Rehabilitation Account (RMRA) program funds.

SB1 includes performance and reporting requirements in order to be eligible to receive the RMRA funds. The information and recommendations in this report, once approved by the TWIC and the Board of Supervisors, will fulfill these requirements.

Referral Update:

Since 2017, California cities and counties have been seeing a significant influx of new transportation funding from SB1 to invest in the local street and road system. The California State Association of Counties (CSAC) annually provides an estimate of the total revenues the County can expect from this transportation bill, including the total estimated revenue for RMRA program funds. CSAC estimates the County will receive about \$46.3 million in total transportation funding in FY 2022/2023 from SB1, with \$19.1 million of that amount from the RMRA program. This amount will continue to grow in future years with the built-in inflationary index.

SB1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, state statute requires cities and counties to provide basic RMRA project reporting to the California Transportation Commission (CTC).

Prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the CTC a list of projects (including maintenance activities) proposed to be funded with these funds. All projects proposed to receive funding must be reviewed and approved by the applicable city council or county board of supervisors at a regular public meeting.

The list of projects must include a description and location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement. (See Attachment A) The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent

with RMRA priorities as outlined in the applicable code sections. Some example projects and uses for RMRA funding include, but are not limited to the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices

Streets and Highways Code Section 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

The County currently uses the majority of the Gas Tax funds towards public roadway maintenance and repair of over 660 miles of the roadway network in the unincorporated areas of Contra Costa County to ensure a safe and convenient public travel in a variety of modes: driving, walking and bicycling. These funds are also used to improve traffic safety throughout the County by using it as the local match to leverage funds from state and federal grant programs.

In FY 2022/2023 it is proposed to all the RMRA funds for maintenance activities. The range of proposed projects in future years is expected to broaden as the amount of RMRA funds increases.

Recommendation(s)/Next Step(s):

REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA)(SB1) funded road projects, RECEIVE public comment and DIRECT staff to perform any changes or revisions to the recommended project list. RECOMMEND the Board of Supervisors approve project list, and direct staff to proceed with submitting the Fiscal Year 2022/2023 list of projects to the California Transportation Commission prior to the July 1, 2022 submittal deadline for approval.

Fiscal Impact (if any):

If a project list is not reviewed by the TWIC, forwarded to the Board of Supervisors for approval, and submitted to the CTC by the July 1, 2022 deadline, the County will not be eligible to receive its portion of RMRA funds and the projects listed above will not be constructed.

Attachments

05-09-22 TWIC SB1 RMRA project list approval FY 22-23 Appendix A

Appendix A

Local Streets and Roads Project List

As required by the Road Repair and Accountability Act of 2017 – Local Streets and Roads Funding, Road Maintenance and Rehabilitation Account (RMRA)

General Information

Name: Unincorporated Contra Costa County

Point of Contact:

Nancy Wein
Senior Civil Engineer
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553
(925) 313-2275
Nancy.Wein@pw.cccounty.us

Legislative Districts:

- Senate – 3, 7, 9
- Assembly – 11, 14, 15, 16

Jurisdiction's Average Network PCI and date/year of measurement:

- County Average PCI = 72 (as of March 2021)

Fiscal Year (FY): 2022/2023

Rationale for Project List Selection for FY 2022/2023 RMRA allocation

Staff has developed a recommended list of projects for the Transportation Water and Infrastructure Committee (TWIC) and the Board of Supervisors to consider submitting to the California Transportation Commission (CTC).

The following criteria will be used by staff when developing the current and future project list for RMRA funds:

- Eligibility criteria for RMRA funds as shown in the text of Senate Bill 1 (SB1).
- Emergency storm damage projects that exceeded existing road fund revenue capacity
- Maintenance and rehabilitation priorities
- Roadway safety
- Expiring grants where local funds are necessary to complete the funding package
- Geographic equity
- Multi-modal benefits in accordance with the Board of Supervisor's Complete Streets policy
- Positive impact to Road Program performance metrics
- Meeting customer expectations

The County currently uses the majority of the total gas tax funds received towards public roadway maintenance and repair of over 660 miles of the roadway network in the unincorporated areas to ensure

a safe and convenient public travel in a variety of modes: driving, walking and bicycling. These funds are also used to improve traffic safety throughout the County by using it as the local match to leverage funds from state and federal grant programs.

The California State Association of Counties (CSAC) annually provides an estimate of the total funds the County can expect from gas tax revenue, including the total estimated amount for RMRA program funds from SB1. In January, CSAC estimated the County will receive about \$46.3 million in total transportation funding in FY 2022/2023, which is almost double, what the County received prior to 2017. Approximately \$19.1 million of that amount is from the RMRA program, which is reported below.

In FY 2022/2023 it is proposed to designate all the RMRA funds for maintenance activities. The range of proposed projects in future years is expected to broaden as the amount of RMRA funds increases.

PROPOSED PROJECTS (Total RMRA = \$19,085,000)

Proposed Project No. 1: Road Drainage Maintenance (RMRA = \$1,678,100)- Countywide

Description:

- **Ditch Cleaning** – This routine item is to perform drainage ditch cleaning to remove debris and vegetation, which may obstruct the passage of storm water and cause local flooding. (RMRA = \$550,000) County Project No.: 0672-6U2303
- **Flush Culvert** – This routine item is to perform work associated with the cleaning of culverts by flushing with water and removing debris to ensure proper drainage and reduce flooding (RMRA = \$500,000) County Project No.: 0672-6U2306
- **Clean Catch Basin** – This routine item is to perform cleaning of sediment and prevent obstructions of catch basins (drainage inlets) and related pipe systems. The County has thousands of catch basins throughout the unincorporated areas. (RMRA = \$328,100) County Project No.: 0672-6U2308
- **Inspect Catch Basin** – This routine item is to perform inspections of catch basins and associated systems. This includes a visual inspection of the drainage inlet and any clean water inserts. Follow-up video inspections may be required for deeper inlets and/or suspected structural issue concerning the inlets. (RMRA = \$300,000) County Project No.: 0672-6U2316

RMRA Priority

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY22/23

Estimated Useful Life:

- 15 - 40 years (ditch – dirt roadway to concrete V-ditch)
- 40 years (concrete structures)

Proposed Project No.2: Traffic Safety Devices Maintenance (RMRA = \$1,600,000) - Countywide

Description:

- **Traffic Signing** – This routine item is to perform sign repair, replacement, and installation along the roadway. (RMRA = \$450,000) County Project No.: 0672-6U2504
- **Traffic Striping** – This routine item is to perform new painting, routine painting and replacement of pavement striping along the roadway to enhance public safety. (RMRA = \$350,000) County Project No.: 0672-6U2505
- **Paint Pavement Marking** – This routine item is to perform all work associated with new painting, routine painting, and replacement of existing pavement markings along the roadway. (RMRA = \$200,000) County Project No.: 0672-6U2506
- **Inspect & Maintain Guardrails** – This routine item is to perform all work associated with the annual/periodic inspection and maintenance of County-maintained guardrails, which includes inspection of condition, tightening of nuts and bolts, and other adjustments to ensure that the guardrails perform as designed (RMRA = \$100,000) County Project No.: 0672-6U2527
- **Thermoplastic Pavement Markings** – This routine item is to perform all work associated with the new application, routine maintenance, and replacement of existing thermoplastic pavement markings. (RMRA = \$100,000) County Project No.: 0672-6U2537
- **Safety Lighting** – This routine item is to perform the repair, installation, and replacement of County-maintained safety lighting. (RMRA = \$100,000) County Project No.: 0672-6U2801
- **Signals and Flashers** – This routine item is to perform the repair, installation, and replacement of County-maintained signals and flasher. (RMRA = \$300,000) County Project No.: 0672-6U2802

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY22/23

Estimated Useful Life:

- 10 years (roadway signage)
- 2 - 4 years (roadway striping - thermoplastic)

Proposed Project No. 3: General Housekeeping (RMRA = \$2,810,000) – Countywide

Description:

- **Machine Sweeping** - This routine item is machine sweep areas around traffic islands, intersections, bike lanes, curbs and bridge deck. (RMRA = \$200,000), County Project No.: 0672-6U2301

- **Tree Trimming** – This routine item involves removing tree branches from the County right of way around street name signs, and anything blocking roadway and pedestrian areas. (RMRA = \$600,000) County Project No.: 0672-6U2302
- **Debris Pickup** – This routine maintenance item is to remove debris, litter and nonhazardous materials within right of way. (RMRA = \$510,000) County Project No.: 0672-6U230
- **Litter Pickup (West, Central and East)** – This work includes pick up of litter within road right of way (RMRA = \$600,000) County Project Nos.: 0672-6U2309, 2420 and 2411)
- **Weed Spray** – This routine item includes all work associated with an integrated pest management program by applying chemical herbicides to road shoulders, road ditches and access roads to control growth of vegetation for reduction of fire and sign obstruction hazards. (RMRA = \$350,000) County Project No.: 0672 – 6U2501
- **Road Median Landscape Maintenance** – This routine item includes all work associated with maintaining median island within right of way to provide a pleasing aesthetic appearance by keeping island weed free and ensure all plants are pruned on a regular basis. (RMRA = \$150,000) County Project No.: 06726U2811
- **Tree Removal** - This item is to remove trees within right of way on an as-needed basis. (RMRA = \$200,000) County Project No.: 0672-6U2814
- **MRP 2.0 Compliance: Street sweeping:** This item is to machine sweep roadway to ensure compliance with the Municipal Regional Permit issued by the California Regional Water Quality Control Board. (RMRA = \$200,000) County Project No.: 0672-6U2319

Proposed Schedule for Completion: FY22/23

Proposed Project No. 4: Structure Maintenance (RMRA = \$1,500,000) – Countywide

Description

- **Bridge Repair** – This routine item is the repair of existing bridges to restore rails and surfaces. (RMRA = \$225,000) County Project No.: 06726U2507
- **Repair/Replace Curbs & Sidewalks** – This routine item includes all work associated with the removal of badly cracked or broken sidewalk sections such as limited access areas, around drainage structures, islands or County property. This is performed only when sidewalks become badly cracked, broken or displaced. The curb, gutter and sidewalk areas are the property owners responsibility. (RMRA = \$200,000) County Project No.: 0672-6U202
- **Repair/Replace Culverts** – All routine work associated with the repair and replacement of culvert and drainage facilities that are collapsed, rusted out, nonstandard or damaged. (RMRA = \$500,000) County Project No.: 0672 – 6U2512
- **Repair/Replace Retaining Walls** – All routine work associated with the repair or replacement of damaged or deteriorated sections of retaining walls. (RMRA = \$75,000) County Project No.: 0672 -6U2514

- **Repair Drainage Structure** – All routine work associated with repair and revamping of existing drainage structures. This is done to restore the facility to original condition. (RMRA = \$100,000) County Project No.: 0672 – 6U2545
- **Repair Minor Landslides** – All routine work to restore roadway due to minor landslide. (RMRA = \$300,000) County Project No.: 0672 – 6U2546
- **Repair/Replace Fence** – This routine maintenance item is to repair or replace chainlink, wire, cable, and wood fencing including gates on roads. (RMRA = \$100,000) County Project No.: 0672 – 6U2547

Proposed Schedule for Completion: FY22/23

Proposed Project No. 5: Road Shoulder Maintenance (RMRA \$1,270,000) – Countywide

Description

- **Spot Shoulder Repair** – This routine item is to perform isolated shoulder repair such as drop offs or rutting. Work is performed where shoulder section has a drop off of 1.25” or more as a result of traffic or loss of material. (RMRA = \$400,000) County Project No.: 0672 – 6U2201
- **Major Shoulder Repair** – The routine item involves rehabilitating continuous sections of roadway shoulders by adding fill material, reshaping and compacting to replace extensive shoulder material lost over a period of time. (RMRA = \$150,000) County Project No.: 0672 – 6U2202
- **Reshaping Shoulder** – This routine item involves all work associated with grading and reshaping shoulders adding minimal material to correct pavement edge drop offs, rutting of shoulders, buildup of material and excessive weed growth to ensure a roadside surface with proper drainage. (RMRA = \$270,000) County Project No.: 0672 – 6U2203
- **Embankment Grading** – The routine item involves grading of the roadway embankment to restore to original condition when damaged. (RMRA = \$100,000) County Project No. 0672 – 6U2204
- **Erosion Control** – This routine item includes placing erosion control along edges roadway to prevent future erosion due to storm water runoff. (RMRA = \$100,000) County Project No.: 0672 – 6U2206
- **Cut Bench Maintenance** – This routine item is to perform grading and maintenance of benches, associated access points and adjacent ditches to restore proper line and grade. Repair damaged surface and isolated low spots by replacing, spreading, shaping and compacting of aggregate base and fill material. (RMRA = \$150,000) County Project No.: 0672 – 6U2813
- **Slide Material Removal** – This routine item is to remove material along the roadway due to a slide. (RMRA = \$100,000) County Project No.: 0672 – 6U2205

Proposed Schedule for Completion: FY22/23

Proposed Project No. 6 – Miscellaneous Operations (RMRA \$1,030,500) – Countywide

Description

- **Road Patrol** – This routine item involves all work associated with hand cutting, removing and disposing of roadside and pedestrian walkway brush, tree branches and limbs to restore sight distances, eliminate traffic hazards and remove undesirable vegetation. (RMRA = \$150,000) County Project No.: 0672 – 6U2305
- **Other General Maintenance** – This item includes all routine work for activities not defined elsewhere. (RMRA = \$300,000) County Project No.: 0672 - 6U2021
- **R/W Mowing** – This routine item includes all work associated with machine mowing, hand abatement, and/or spraying of right of way or County parcels. (RMRA = \$100,000) County Project No.: 0672 – 6U2402
- **Emergency Response/Standby** – All work associated with assisting California Highway Patrol or the County Sheriff offices in traffic control due to an unknown spill or police action. (RMRA = \$70,500) County Project No.: 0672 – 6U2404
- **Equipment Transport** – This item is the labor and equipment cost for transporting equipment in support of Maintenance programs. (RMRA = \$110,000) County Project No.: 0672 – 6U2406
- **Graffiti Removal** – This routine work involves the removal or painting over of graffiti on County maintained fences, signs and streets. (RMRA = \$100,000) County Project No.: 0672 – 6U2414

Proposed Schedule for Completion: FY22/23

Proposed Project No. 7: Pavement Repairs and Preparation (RMRA = \$2,472,000) - Countywide

Description:

- **Pot Hole Patching** – This routine maintenance item is to perform spot pavement repairs of pot holes along the roadway to eliminate surface hazards. (RMRA = \$250,000) County Project No.: 0672-6U2101
- **Pavement Fabric Patching** – This routine maintenance item is to perform pavement fabric patching along the roadway to correct minor pavement defects and prevent further cracking. An area of existing damaged asphalt will be removed and excavated to allow a fabric patch to be placed. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$550,000) County Project No.: 0672-6U2102
- **Pavement Failure Repair - Backhoe** – This routine maintenance item is to conduct pavement failure repair along the roadway. This task requires the removal of a larger area of cracked or damaged pavement with a backhoe. The roadway base will be compacted and overlaid with new asphalt. (RMRA = \$250,000) County Project No.: 0672-6U2103
- **Pull Box Paving** – This is a roadway paving operation to place asphalt on localized roadway depressions to provide a smooth riding surface for the motorized public along the roadways. (RMRA = \$300,000) County Project No.: 0672-6U2104
- **Hand Patching** – This is similar to pot hole patching to conduct spot pavement repairs along the roadway, but on a smaller scale. (RMRA = \$300,000) County Project No.: 0672-6U2105

- **Crack Sealing** – This pavement preservation task is to seal cracks in the roadway. Cracks are typically filled in to seal the roadway structural section from water penetration. The goal is to prolong the service life of the pavement and/or prepare the roadway surface for an overlay. (RMRA = \$350,000) County Project No.: 0672-6U2106
- **Leveling** – This task is associated with leveling of large settlements, depressions, surface irregularities and recent large pavement repairs. This is to provide a smooth riding surface for the motorized public.. (RMRA = \$300,000) County Project No.: 0672-6U2107
- **Grinder Follow-up Paving** – This routine maintenance item is to place a thin layer of bituminous premixed material on localized settlements and base failure repairs as a follow up to the grinding operation in order to provide a smooth riding surface. (RMRA = \$80,000) County Project No.: 0672-6U2115
- **Pavement Failure Repair – Grinder** – This task is to remove badly cracked or broken pavement. The roadway is then replaced with new asphalt and roadway base rock. This task supports pavement preservation operations and also extends the service life of the roadway pavement. (RMRA = \$92,000) County Project No.: 0672-6U2123

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY22/23

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project No. 8: Countywide Surface Treatments (TOTAL COST = \$6,925,000)

Proposed Project No. 8A: Countywide Surface Treatment Project (2022) (RMRA = \$4,700,000)

Description:

- **Countywide Surface Treatment Project (2022)** - This project will apply an asphalt rubber cape seal, slurry seal or microsurface to 87 lane miles of roadways in the Bay Point and Contra Costa Centre areas. Work will also include preparation and pavement striping and markings. (RMRA = 4,500,000) County Project number 0672-6U2112.

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide (Bay Point – 104 streets, Contra Costa Centre – 31 streets)

Proposed Schedule for Completion:

- Anticipated construction year – 2022

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project No. 8B: Countywide Chip Seal Projects – (RMRA = \$2,225,000)

Description:

- **Single Chip Seal Project (2022)** – This project will apply a single chip seal to various roads as a pavement preservation project. Work will also include surface preparation and pavement striping and markings. (RMRA = \$425,000) County Project No. 0672-6U2111
- **Double Chip Seal Project (2022)** – This project will apply a double chip seal to various roads as a pavement preservation project. Work will also include surface preparation and pavement striping and markings. (RMRA = \$1,800,000) County Project No. 0672-6U2113

RMRA Priority:

- Road Maintenance and Rehabilitation

Location:

- Countywide (Pacheco - 13 streets, Unincorporated Orinda - 3 streets, Unincorporated El Sobrante – 4 streets)

Proposed Schedule for Completion:

- Anticipated construction year – 2022

Estimated Useful Life:

- 7 years (pavement surface treatment)

NW:CS:xx

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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 05/09/2022
Subject: CONSIDER report: Local, Regional, State, and Federal Transportation Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as Appropriate
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: 1
Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.
Presenter: John Cunningham, DCD **Contact:** John Cunningham, (925) 655-2915

Referral History:

CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate. (John Cunningham, Department of Conservation and Development)

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 report in May.

2. REGIONAL

No report in May.

3. STATE The County's legislative advocate will be in attendance at the May meeting to provide an update. A legislative report and miscellaneous communication from Mr. Watts is attached to this report.

Also Attached:

List of Tracked Legislation

3-2-2022 Letter: Board of Supervisors to Assemblymember Ward re: AB2120 Investing Federal Funding in Local Bridges.

Article: CA Lawmakers Propose Gas Tax Holiday

4. FEDERAL No report in May.

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

April TWIC State Legislative Report

Budget Information Update

Assembly District Update

FACT SHEET - Relief Package for Higher Gas Prices

TrailerBill Relief package Fuel Excise Tax Consumer Price Index CPI Adjustment

TrailerBill Relief package Tax Refund for Vehicle Owners

UPDATE-Asm Lori Wilson

TWIC Legislation Tracking

BOS to AM Ward March 2022 (AB2120-Bridge Funding)

Politico:CA Lawmakers Propose Gas Tax Holiday

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

April 28, 2022

TO: Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

SUBJECT: Sacramento Report – May TWIC

This memo reports on developments and activities of interest to the Transportation, Water and Infrastructure Committee (TWIC).

STATE BUDGET PROCESS UPDATE

Overview

With the much anticipated May Revision to the State Budget proposal anticipated during the week of May 9 the Senate and Assembly Budget Subcommittees are beginning to reconvene beginning with this week and extending into early May to take on the many April Finance Letters that the Department of Finance submitted to make technical cleanup items and modifications to the budget. The subcommittees will also be addressing many items left over from the February rounds of Subcommittee initial hearings.

Senate Hearings

Senate Budget Subcommittee #5 (Transportation) has scheduled hearings, resuming this Thursday, April 28, followed by additional hearings coming up on 5/3, 5/4, 5/11, and 5/12. The 5/4 hearing will cover “open” issues held over from earlier meetings on **transportation** departmental budgets. The 5/12 meeting will attempt to wrap up any remaining “open” items.

Assembly Hearings

The Assembly Budget Subcommittee #3 (Transportation) has set its first hearing on May 4, with other hearings not yet set in the Daily file. This hearing is set to be all encompassing, covering transportation departmental budgets that have April Finance Letters from the Department of Finance to be addressed.

Senate Activity

“Putting Wealth to Work” Phase 2 of Senate State Budget Plan Released

The pro Tem and Senate Budget Chair released [Phase 2 of their “Putting Wealth to Work”](#) budget proposal this morning. In recent years, the Senate and Assembly have started to announce their priorities before the Governor’s big budget milestones (January Budget and May

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Consulting and Governmental Relations

Revise). This is the plan the Senate will measure the May Revise against during upcoming budget hearings. We assume the Assembly will follow suit shortly.

- Rebates: The Senate plan includes their previously released “Better for Families Tax Rebates” proposal to offset the cost of inflation across consumer goods, energy costs, and the economic impacts of the pandemic. With a total price tag of \$8 billion to be paid for with surplus General Fund resources, the plan includes:
 - \$200 per taxpayer plus \$200 for dependents, up to \$125,000/\$250,000 income (Single/Joint filers).
 - Supplemental one-time monthly grant for CalWORKs families and SSI/SSP recipients, to ensure Californians struggling the most benefit.
 - Grant program for other low-income Californians who are not income tax filers.
- Transportation funding: The Senate is proposing a \$20 billion, four-year package, with third and fourth years being subject to appropriation. This is approximately \$9 billion more than the Governor’s January transportation funding package. However, no additional details have been made available in terms of how the \$20 billion would be invested. We will carry on with our advocacy to access General Fund for local high-cost bridges and one-time augmentations to SB 1 competitive grant programs.

After the Governor releases the May Revise, the final round of subcommittee and full budget committee hearings will begin the week after, and then it’s a month long-rush to negotiate the final details and convene a conference committee with a final budget being due June 15.

PROBLEM SOLVERS CAUCUS WEIGHS IN ON GAS TAX HOLIDAY

A bipartisan group of legislators (dubbed the [Problem Solvers Caucus](#)) released its own plan to address high prices at the pump today. Here are the highlights, but much more detail is needed, particularly how the plan would “explicitly require” cost savings be passed onto consumers. This concept is not in print and it’s unclear at the time of this writing if they PSC intends to introduce a bill or try to negotiate this in the state budget.

- ✓ The proposed suspension of the gas tax and the provisions associated with it is a commonsense idea that gets immediate relief to drivers if we do it the right way.

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- ✓ The plan would suspend the gas tax for one full year and guarantee lower prices at the pump.
- ✓ The plan explicitly requires that 100 percent of the savings from this tax cut are passed on to drivers.
 - The plan will treat any pocketing of this tax cut by retailers as an unfair business practice.
 - The plan will allow for similar enforcement to current law, with reasonable civil penalties that give this requirement enough teeth to ensure drivers see a price cut at the pump.
- ✓ The plan would require retail purchase receipts to show these savings to allow the public to see how their tax dollars are being spent, while creating an accounting mechanism to ensure discounts are applied to each gallon of gas.
- ✓ Under the proposal, a portion of California's multibillion-dollar surplus would be allocated to backfill ALL transportation revenue, to ensure that the critical investments we are making in our highways, streets, and roads continue uninterrupted.

GOVERNOR APPOINTS NEW COMMISSIONER TO CTC

Adonia E. Lugo, 38, of Los Angeles, has been appointed to the California Transportation Commission. Lugo has been Interim Chair and Teaching Faculty at Antioch University Los Angeles since 2015. She was Global Sustainability Resource Center Manager at the University of California, Irvine in 2017. Lugo was an Adjunct Instructor at California State Polytechnic University, Pomona in 2017 and at California State University, Los Angeles from 2015 to 2016. She was Equity Initiative Manager at the League of American Bicyclists from 2013 to 2015. Lugo is a member of the Untokening and the Los Angeles County Metro Community Advisory Council. She earned Doctor of Philosophy and Master of Arts degrees in Anthropology from the University of California, Irvine.

John Cunningham

From: Mark Watts
Sent: Thursday, April 28, 2022 8:26 AM
To: Mark Watts
Subject: Budget Information Update

Good morning,

I just heard from Senate staff that the senate is releasing a statement featuring a \$20b transportation package today at 10 am.

This early information indicates the Senate package will emphasis transit programs but will include funding for other transportation programs.

One caveat is that current year money will be bundled with budget year 22-23 funding. I assume the multi-year aspect is due to pulling in the budget funding that reverted from last October that has been held in reserve.

Budget Process Update

With the much anticipated May Revision to the State Budget proposal looming in the coming weeks the Senate and Assembly Budget Subcommittees are beginning to reconvene beginning with this week and extending into early May to take on the many April Finance Letters that the Department of Finance submitted to make technical cleanup items and modifications to the budget. The subcommittees will also be addressing many items left over from the February rounds of Subcommittee initial hearings.

Senate

Senate Budget Subcommittee #5 (Transportation) has scheduled hearings, resuming this Thursday, April 28, followed by additional hearings coming up on 5/3, 5/4, 5/11, and 5/12. The 5/4 hearing will cover “open” issues held over from earlier meetings on **transportation** departmental budgets. The 5/12 meeting will attempt to wrap up any remaining “open” items.

Assembly

The Assembly Budget Subcommittee #3 (Transportation) has set its first hearing on May 4, with other hearings not yet set in the Daily file. This hearing is set to be all encompassing, covering transportation departmental budgets that have April Finance Letters from the Department of Finance to be addressed.

Taxpayer’s Budgetary Relief Proposals – Comparison Chart

In January, the Governor proposed motorist relief from high costs of fuel by requesting the legislature to withhold the planned annual SB 1 CPI adjustment for the gas tax. In April, he augmented this with additional relief measures including state funded rebates to motorists.

The table below reflects these proposals and compares them with taxpayer relief proposals under development or proposed by the legislature.

	GOVERNOR'S JANUARY GAS TAX HOLIDAY	GOVERNOR'S APRIL RELIEF PACKAGE	JOINT LEGISLATIVE PROPOSAL (Under development)	MARCH 17 ASSEMBLYMEMBERS' PROPOSAL:
GAS TAX ADJUSTMENT	Forgoes the annual inflation adjustment, would require "double inflation adjustment" in 2023.	Continues the proposed delay of the inflation adjustment. Backfill of local revenues from Caltrans will cost rehab and maintenance \$520 million. Partially exempts state sales tax on diesel fuel sales.	No Tax Rate Delay Proposed	No Tax Rate Delay Proposed
GAS TAX RATE "SAVINGS" TO MOTORISTS	The reduced tax rate was estimated to provide an average of \$15 per driver of tax relief, assuming oil companies pass on the savings to drivers.	Sales tax on diesel is "protected" trust fund. State will offset revenue impact with GF to mass transit account .		
REBATE OR TAX REFUND		Provides only one refund payment per eligible vehicle, and the owner may not receive refunds for more than 2 vehicles. Excludes refund from taxable income.	Considering a \$200 Tax Refund amount per taxpayer and dependent, so more relief is provided to families with children, who are impacted the most by rising prices.	Would provide a \$400 rebate to taxpayers, with no minimum or maximum income levels
REBATE OR REFUND RESTRICTION	No Rebate Mechanism; annual "savings" is cumulative.		Anticipating there would be no limits to the number of dependents, so a	Provides \$400 to all tax filers, \$800 for joint filers.

			larger family – which is facing even higher costs – would receive a larger Refund.	
STATE REVENUE IMPACT	Results in \$500 million of lost Road Revenues.	Spends \$750 million for 3 months of free transit rides.	A grant program would be established to ensure lower income non-tax filers are able to also receive a refund.	Results in revenue loss of \$9.2 billion.

Mark Watts

1127 11th Street, Suite 747
Sacramento CA 95814

Sent from [Mail](#) for Windows 10

TWIC

From: Mark Watts
Sent: Monday, May 2, 2022 8:46 AM
To: John Cunningham
Subject: Assembly District - I provided some incorrect info earlier.

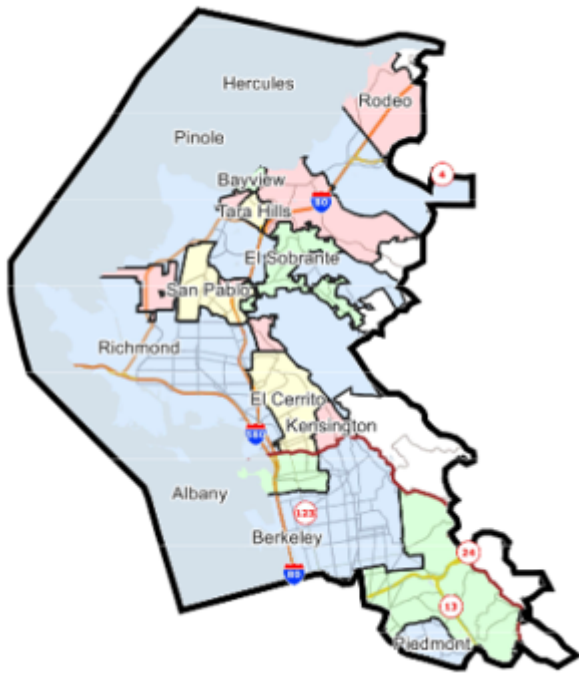
I need to correct my incorrect reading of the new district maps that I summarized recently. There was an issue I had with the designated district numbers.

Clearly, the maps that follow below show AD 14 (Wicks is running unopposed) on CC County west shore and AD 15 (Grayson has a single challenger). Also, AD 11 (Lori Wilson) has a small piece of the county that contains Oakley and rounding out the representation, Asm. Bauer Kahan in AD 16 covers the 680 corridor down into Alameda county.

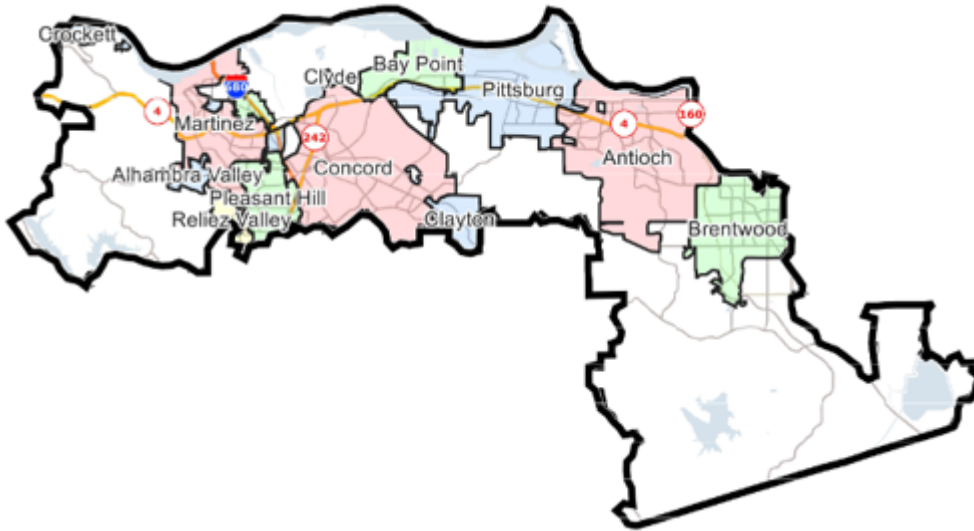
AD 11 – (Candidates: L. Wilson and Jenny Leilani Callison)



AD 14 – Wicks (No opposition)



AD 15 – (Candidates Grayson and Janell Elizabeth Proctor)



AD 16 – (Candidates Bauer-Kahan Joseph Rubay)



\$11 BILLION RELIEF PACKAGE FOR CALIFORNIANS FACING HIGHER GAS PRICES

Governor Newsom proposal will get \$400 checks in the hands of millions of Californians, provide free public transportation, and fast-track \$10 billion ZEV package

-
- \$9 billion tax refund proposal would send \$400 checks to Californians per vehicle, exceeding the average amount of state excise taxes drivers pay over a year
 - Provide 3 months of free transit for upwards of 3 million Californians per day, new funding for biking and walking projects in local communities
 - Fast-track historic \$10 billion ZEV package to accelerate the transition to clean transportation while building more charging stations
-

As people throughout the country face high gas prices, a direct result of Putin's war, Governor Newsom is proposing a nation-leading \$11 billion relief package to get money directly into the pockets of Californians and reduce the costs of gas.

Instead of relying on gas and oil companies – which continue to make record profits – to pass down the savings they'd get from lifting the gas tax, the Governor's proposal will provide direct relief to Californians while also fast-tracking programs to help Californians transition to zero-emission vehicles (ZEVs), building the necessary infrastructure to allow for this transition, provide free public transportation options, and invest in biking and walking projects throughout the state.

DIRECT PAYMENTS TO CALIFORNIANS, RELIEF FOR GAS PRICES

- **EVERY CALIFORNIA CAR OWNER GETS AT LEAST \$400, EXCEEDING AN AVERAGE YEAR'S COST OF STATE EXCISE GAS TAXES.** An average California driver spends approximately \$300 in gasoline excise tax over a year. The Governor's proposal exceeds that, providing a \$400 rebate to every eligible registered vehicle owner, capped at two per individual. This means that a household could receive multiple rebates depending on its number of registered car owners. The Governor's proposal covers up to 22 million rebates issued to eligible individuals totaling about \$9 billion.
- **PAUSING THE GAS TAX INCREASE.** In an effort to potentially lower the price of gasoline and provide some relief to consumers, the Governor's \$523 million proposal to forego the annual inflation adjustment to the per gallon fuel excise tax rate scheduled to occur on July 1, 2022 – pausing the gas tax increase.



- **RELIEF FOR DRIVERS OF DIESEL-POWERED VEHICLES.** Pause the General Fund portion of the sales tax rate on diesel, which is estimated at \$500-600 million for 12 months. This proposal will only impact the General Fund portion of the sales tax and will not impact any dedicated funds for transportation or local government.

FAST-TRACKING \$10 BILLION ZEV PACKAGE

- **FUNDING FOR CALIFORNIANS TO TRANSITION TO ZEVs, BUILDING MORE CHARGING STATIONS.** Accelerating a \$1.75 billion portion of Governor Newsom's \$10 billion ZEV proposal to move California toward clean transportation options that reduce our overall dependence on fossil fuels. This accelerated portion includes investments in more zero-emission passenger vehicles and charging infrastructure across the state.

FREE PUBLIC TRANSIT & ACTIVE TRANSPORTATION

- **PROVIDING \$750 MILLION IN INCENTIVE GRANTS TO LOCAL AGENCIES FOR FREE PUBLIC TRANSIT.** Incentive grants to transit and rail agencies to provide free transit for Californians for 3 months. To incent agency participation, grants totaling \$750 million will be provided to agencies. This proposed transit relief is intended to cover the equivalent of farebox revenues for at least 3 months. As a result, roughly 3 million Californians per day who take the bus, subway, and light rail won't have to pay a fare every time they ride.
- **INVESTING \$500 MILLION IN ACTIVE TRANSPORTATION PROJECTS.** Allocate an additional \$500 million to local communities for Active Transportation Program projects that provide safer, more effective ways to increase the use of active transportation modes such as walking and biking.

News –

[Lori Wilson Sworn in as Assemblymember for the 11th District](#)

Wednesday, April 6, 2022

Sacramento, CA – Today, Lori Wilson was sworn in as the Assemblymember for the 11th Assembly District. The newly elected Assemblymember will be representing parts of Contra Costa, Sacramento and Solano Counties.

Committees –

Member, [Accountability and Administrative Review](#)

Member, [Appropriations](#)

Member, [Banking and Finance](#)

Member, [Privacy and Consumer Protection](#)

Assistant Majority Whip

BIOGRAPHY -

Assembly Member Lori Wilson (D, 11th District)

Lori D. Wilson is the first Black female Mayor to serve in all of Solano County. First elected to the Suisun City Council in 2012, she served as Vice-Mayor for six years before winning the Mayor's race in 2018.

During her tenure, she has worked tirelessly to make Suisun City a welcoming and safe place to call home. Lori has a track record of fiscal responsibility while leading efforts to bring more housing, jobs and diversity to Suisun City. She is committed to fighting for the residents of California's 11th Assembly District with a track record of creating good jobs, keeping the community safe and improving the quality of life for all her constituents.

Lori successfully implemented a number of public health and safety initiatives to ensure that residents were able to stay safe and healthy through the pandemic. As part of the pandemic response, Lori worked with Suisun City Fire Department (SCFD) in coordination with Solano County Public Health and Office of Emergency Services to bring in free COVID-19 testing to Suisun City. Under her leadership, her city worked with the Community Action Partnership of Solano County to house the homeless against exposure to COVID.

Additionally, Lori worked in partnership with the police and Solano County Behavioral Health to assist those who are homeless and contracted for the Cordico Mental Wellness app to improve mental health responses. During the devastating fire season, Lori helped to set up a community center and sports complex to house those fleeing from the LNU Lightning Complex fires. She personally secured cots from the American Red Cross and delivered them so that 160 displaced senior citizens who were en route would have a place to sleep for the night.

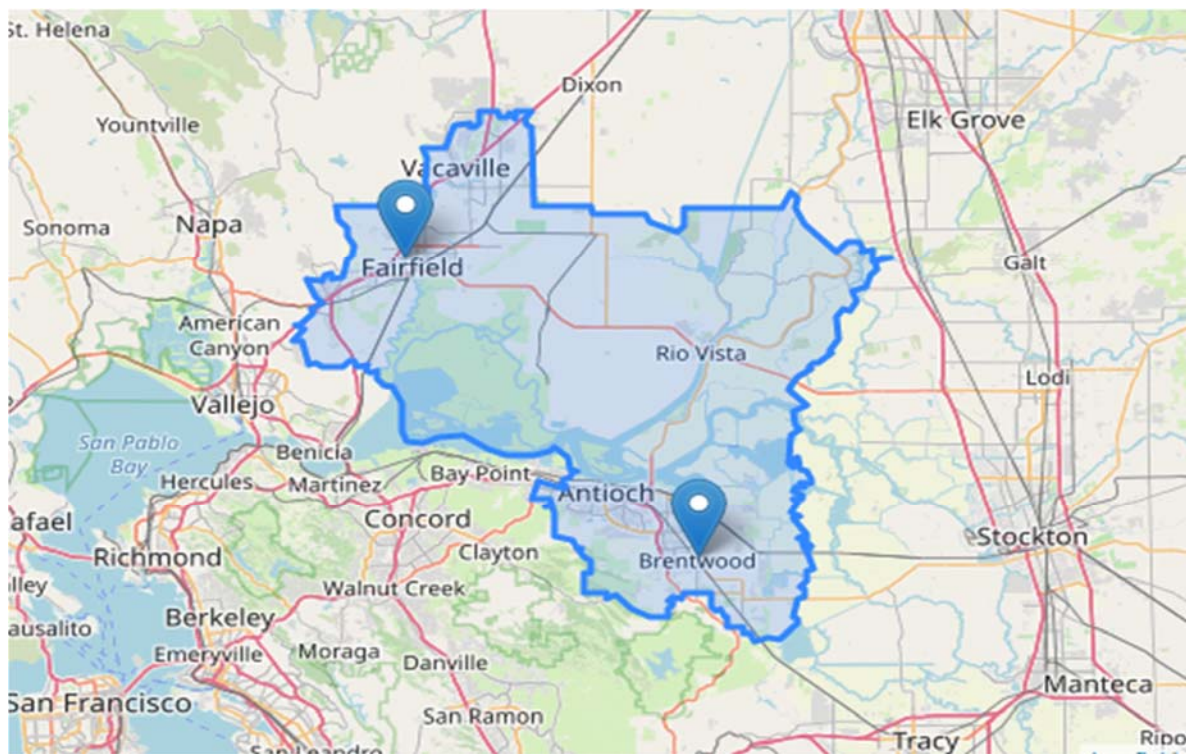
Before Lori took office, she also served as Vice Chair on the Suisun City Parks & Recreation Commission and founding President of the Suisun City Community Services Foundation. Most recently, Lori worked as Director of Finance for national homebuilders for over 10 years and previously held roles as the Chief Accountant at Fair Housing Napa Valley and an Auditor of Solano County. Her career, life story and heartfelt passion for making a difference laid a solid foundation and prepared Lori to serve Suisun City residents in the political arena.

Lori is a graduate of California State University, Sacramento with a Bachelor of Science degree in Business Administration with a concentration in Accountancy. Her diverse career history, including more than 20 years in Accounting & Finance, has afforded Lori tremendous opportunities to hone her skills in government and nonprofit management, strategic development and budget administration. She has a proven track record in identifying needs and developing innovative solutions.

Throughout her career as a public servant, Lori has been committed to supporting women in leadership positions. She is also a founding member of WIP Solano, a non-partisan organization formed to inspire more women to become visionary leaders in Solano County.

A native Californian raised on the west side of Fresno, Lori is married to her high school sweetheart Chavares Wilson, a retired Air Force Reserve Technical Sergeant. They have been blessed with two sons, Tyler and Kiren, and a daughter-in-law, Brittney. They have enjoyed living in Suisun City since 2004 after being stationed at Travis AFB for 5 years.

MAP – 11TH ASSEMBLY DISTRICT



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

File name: Master

California

1. **CA AB 1789**



SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Fast
Moving Bill

Our Forecast ⓘ
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1st Committee



1st Fiscal
Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: Steve Bennett (D-037)

Title: California Recreational Trails System Plan

**Fiscal
Committee:** yes

**Urgency
Clause:** no

Introduced: 02/03/2022

**Last
Amend:** 04/06/2022

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Creates the California Trails Commission, to consist of 12 specified members, within the Natural Resources Agency to among other things, promote policies and investment opportunities that maximize the health, fitness, and social benefits of nonmotorized natural surface trails, trail networks, and greenway corridors. Creates the Trails Corps Program within the Conservation Corps to provide training, education, and skills implementation in the advancements of sustainable trails and trail landscaping.

Status: 04/06/2022 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

2. **CA AB 2097**



SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Slow
Moving Bill

Our Forecast ⓘ
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1st Committee



1st Fiscal
Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: Laura Friedman (D-043)

Title: Residential and Commercial Development: Remodeling

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/14/2022

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Prohibits a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking.

Status: 04/27/2022 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Do pass to Committee on APPROPRIATIONS. (6-1)

3. CA AB 2295



SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Slow Moving Bill

Our Forecast ⓘ
▼ Show More

1st Committee



1st Fiscal Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: Richard Bloom (D-050)

Title: Local Educational Agencies: Housing Development Project

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/16/2022

Last Amend: 04/21/2022

Disposition: Pending

Location: Assembly Second Reading File

Summary: Deems a housing development project an allowable use on any real property owned by a local educational agency, as defined, if the housing development satisfies certain conditions, including other local objective zoning standards, objective subdivision standards, and objective design review standards, as described. Deems a housing development that meets these requirements consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan.

Status: 04/27/2022 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass as amended to Committee on APPROPRIATIONS.

4. CA AB 2346



SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Slow Moving Bill

Our Forecast ⓘ
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1st Committee



1st Fiscal Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: Jesse Gabriel (D-045)
Title: Outdoor Recreation: Outdoors for All Program
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/16/2022
Last Amend: 04/19/2022
Disposition: Pending
Location: Assembly Appropriations Committee
Summary: Establishes in the Natural Resources Agency the Outdoors for All Program to support access to natural or cultural resources for at-risk youth, outdoor environmental educational experiences for underserved and at-risk populations, and equitable access to parks and outdoor spaces for all Californians.
Status: 04/26/2022 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Do pass to Committee on APPROPRIATIONS. (14-0)

5. **CA AB 2428**



SESSION ADJOURNMENT
 August 31, 2022
 125 Days Remaining



Our Forecast ⓘ
▼ Show More

1st Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: James C. Ramos (D-040)
Title: Mitigation Fee Act: Fees for Improvements: Timeline
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/17/2022
Disposition: Pending
Location: Assembly Local Government Committee
Summary: Requires a local agency that requires a qualified applicant to deposit fees for improvements, as described, into an escrow account as a condition for receiving a conditional use permit or

equivalent development permit to expend the fees within 5 years of the deposit. The bill would require any fees not expended within this period to be returned to the qualified applicant.

Status: 03/03/2022 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.

6. **CA AB 2438**



SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Very Fast
Moving Bill

Our Forecast ⓘ
▼ Show More

1st Committee



1st Fiscal
Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: Laura Friedman (D-043)

Title: Transportation Funding: Alignment With State Plans

**Fiscal
Committee:** yes

**Urgency
Clause:** no

Introduced: 02/17/2022

**Last
Amend:** 03/21/2022

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Requires funds apportioned to cities or counties under the Local Streets and Roads Program to be expended consistent with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards. Expresses Legislative intent that other funds apportioned to cities and counties for these purposes be expended consistent with those plans and standards.

Status: 03/28/2022 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (8-4)

7. **CA AB 2645**



SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Slow
Moving Bill

Our Forecast ⓘ
▼ Show More

1st Committee



1st Fiscal
Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: Freddie Rodriguez (D-052)

Local Emergency Plans: Integration of Access

Title:**Fiscal Committee:** yes**Urgency Clause:** no**Introduced:** 02/18/2022**Last Amend:** 04/18/2022**Disposition:** Pending**Location:** Assembly Appropriations Committee

Summary: Requires a county, pursuant to the above-described requirement to integrate access and functional needs into its emergency plan upon the plan's next update, to address specific additional plan elements. Requires the plan, with regard to emergency sheltering, to ensure that local community resilience centers, as defined, are prepared to serve as communitywide assets during extreme heat events and other disasters, to designate available locations.

Status: 04/25/2022 From ASSEMBLY Committee on EMERGENCY MANAGEMENT: Do pass to Committee on APPROPRIATIONS. (7-0)

8. **CA SB 1067**

SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Very Fast
Moving Bill

Our Forecast ⓘ
▼ Show More

1st Committee



1st Fiscal Committee



1st Chamber

2nd Committee

2nd Chamber

Executive

Author: Anthony J. Portantino (D-025)**Title:** Housing Development Projects: Automobile Parking**Fiscal Committee:** yes**Urgency Clause:** no**Introduced:** 02/15/2022**Last Amend:** 04/28/2022**Disposition:** Pending**File:** 27**Location:** Senate Second Reading File  

Summary: Prohibits a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project that is located within a specified mile of public transit. Includes findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities and counties, including charter cities and counties.

Status: **04/28/2022 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.**

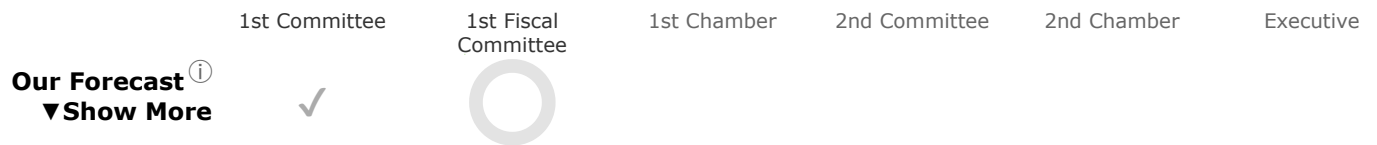
9. **CA SB 1251**



SESSION ADJOURNMENT
August 31, 2022
125 Days Remaining



Very Fast
Moving Bill



Author: Lena A. Gonzalez (D-033)

Title: Office Of the Zero Emission Vehicle Equity Advocate

Fiscal Committee: yes



Urgency Clause: no

Introduced: 02/17/2022

Last Amend: 03/29/2022

Disposition: Pending

Committee: Senate Appropriations Committee

Hearing: 05/02/2022 10:00 am, 1021 O Street, Room 2200  

Summary: Establishes the Office of the Zero Emission Vehicle Equity Advocate in the Governor' s office to steer the development of a shared, cross agency definition of equity, and to set an equity agenda for the deployment of light, medium, and heavy duty zero emission vehicles, the supporting infrastructure, and workforce development. Requires the office to provide guidance to state agencies by developing and adopting an equity action plan. Publishes an update of the progress on its internet website.

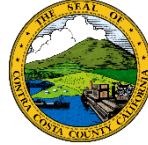
Status: 04/19/2022 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (13-3)

The Board of Supervisors

County Administration Building
1025 Escobar St., 4th floor 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



Monica Nino
Clerk of the Board
and
County Administrator
(925) 655-2075

March 2, 2022

The Honorable Christopher M. Ward
Member, California State Assembly
1021 O Street, Suite 4220
Sacramento, CA 94249

RE: AB 2120 (Ward): Investing Federal Funding in Local Bridges
As introduced on February 14, 2022 – SUPPORT

Dear Assemblymember Ward:

Contra Costa County supports your Assembly Bill 2120, which would ensure a fair and needs-based allocation of bridge formula funding from the federal Infrastructure Investment and Jobs Act (IIJA). These funds would help close the significant gap between what is needed to repair and replace deteriorated local bridges and the \$300 million per year currently available statewide. The County is currently pursuing funding for numerous bridge projects, but without the additional funding allocated by AB 2120, it will be years before meaningful progress is made on these critical facilities.

Specifically, AB 2120 would apply California's historic formula from the prior federal Highway Bridge Replacement and Rehabilitation Program to the distribution of bridge formula funds from the IIJA, allocating 55% to local projects. AB 2120 would also require the state to maintain its current commitment of flexible federal highway funding to local bridges. Taken together, these changes would increase federal funding available to local bridges from approximately \$300 million annually to approximately \$800 million annually.

California has over 12,000 locally-owned bridges—more than 4,300 of which need costly repairs. Despite a typical design life of 75 to 100 years, nearly one-fifth of local bridges are at least 80 years old. There is a significant disparity in the condition of state and local bridges, with 11.5% of local bridges in poor condition compared to only 3.3% of state bridges. At the current rate of funding, the percentage of local bridges in poor condition will climb to above 50% within the next 20 years. Simply preventing further decay in local bridge conditions would require nearly \$800 million each year—an increase of approximately \$500 million annually.

Contra Costa County has 16 structurally deficient or functionally obsolete bridges in need of repair or replacement, many of which await federal funding. These structures are critical links in the

transportation network which support emergency response, commerce, and community connectivity, additional funding is needed to preserve this functionality.

Thank you for your leadership in addressing this important issue for counties. Contra Costa County strongly supports AB 2120.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Mitchoff". The signature is fluid and cursive, with the first name "Karen" written in a larger, more prominent script than the last name "Mitchoff".

Karen Mitchoff, Chair
Contra Costa County Board of Supervisors

cc:

- Contra Costa County Legislative Delegation
- The Honorable Laura Friedman, Chair, Assembly Transportation Committee
- Honorable Members, Assembly Transportation Committee
- Julia Kingsley, Consultant, Assembly Transportation Committee
- Daniel Ballon, Consultant, Assembly Republican Caucus
- Brian Balbas – Director, Public Works
- John Kopchik – Director, Conservation and Development
- Marina Espinoza, California State Association of Counties

California lawmakers propose gas tax holiday

BY LARA KORTE | 04/28/2022 06:12 PM EDT

A bipartisan group of California lawmakers will introduce legislation to suspend the state's \$0.51-per-gallon gasoline tax for one year — one of the many ways lawmakers want to spend a budget surplus [estimated to be as high as \\$68 billion](#).

The move comes after legislative leadership earlier this week made it clear they [would not act to stop a scheduled gas-tax hike](#), an idea initially put forth by Gov. Gavin Newsom.

Key context: Senate President Pro Tem Toni Atkins and Assembly Speaker Anthony Rendon, both Democrats, were critical of Newsom's initial proposal for rate-hike relief, saying it passed on little savings to families while cutting critical dollars for roads and infrastructure.

Republicans have been calling for a full gas tax holiday for months, but their bills have received little traction in the Democrat-dominated Capitol. A bill by state Sen. Shannon Grove (R-Bakersfield) would permanently end the inflation hikes. Another bill, from Republican Assemblymember Kevin Kiley (R-Rocklin) would have suspended the tax entirely for six months. That measure was gutted in an March Assembly hearing.

The newest proposal, brought forth by a dozen Republican, moderate Democratic and Independent lawmakers who call themselves the Problem Solvers Caucus, would suspend the tax for a full year and require that the savings be passed directly to consumers, a provision they said would be enforced by the California Department of Justice. The funding for roads would be replaced with general-fund money, which is estimated to have a \$68 billion surplus this year.

"We can afford to do this. Our constituents can't afford to wait," said Assemblymember Adam Gray (D-Merced).

What's next: Atkins and Rendon maintain that a direct rebate is the most effective way to help Californians.

Senate Democrats on Thursday proposed sending \$200 to taxpayers, with an additional \$200 per dependent. Eligibility would be limited to those making \$125,000 as individuals, or \$250,000 for joint filers. Members of the Problem Solvers Caucus said they plan to gut and amend a bill in the Assembly to reflect their proposed gas tax holiday, and want to see it passed as soon as possible.

[View this article online.](#)

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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 05/09/2022
Subject: CONSIDER report to the Board of Supervisors on the status of TWIC Referrals
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) 655-2915

Referral History:

This is an annual Administrative Item of the Committee.

Referral Update:

See attached Status Report on Referrals to the Committee.

Recommendation(s)/Next Step(s):

REVIEW Status Report and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.

Fiscal Impact (if any):

None.

Attachments

TWIC Referral Report 2020

TWIC Referral Report 2021

Status Report: Referrals to the Transportation, Water, and Infrastructure Committee - 2020

Submitted: May 9, 2022 TWIC Meeting

Referral	Status
1. Review legislative matters on transportation, water, and infrastructure.	<ul style="list-style-type: none"> Reviewed and accepted the Capital Road Improvement and Preservation Program (CRIPP) for fiscal year 2020/2021 to 2026/2027 and directed that it be brought to the Board of Supervisors (BOS) for public hearing/approval of the CRIPP. July Reviewed and proposed revisions to the 2021 State and Federal Legislative Platforms November
2. Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.	<ul style="list-style-type: none"> Reviewed and recommended to the BOS grant applications developed by the Public Works Department under the Caltrans and MTC Active Transportation Program. June Reviewed and recommended to the BOS grant applications developed by the Public Works Department under the Caltrans and Highway Safety Improvement Program. August Received an update from DCD staff on the California Coastal Conservancy grant funded effort for the Carquinez Strait Scenic Loop Trail. October
3. Monitor the Contra Costa Transportation Authority (CCTA) including efforts to implement Measure J.	
4. Monitor EBMUD and Contra Costa Water District projects and activities.	
5. Review projects, plans and legislative matters that may affect the health of the San Francisco Bay and Delta, including but not limited to conveyance, flood control, dredging, climate change, habitat conservation, governance, water storage, development of an ordinance regarding polystyrene foam food containers, water quality, supply and reliability, consistent with the Board of Supervisors adopted Delta Water Platform.	

Referral	Status
6. Review and monitor the establishment of Groundwater Sustainability Agencies and Groundwater Sustainability Plans for the three medium priority groundwater basins within Contra Costa County as required by the Sustainable Groundwater Management Act.	
7. Review issues associated with County flood control facilities.	
8. Monitor creek and watershed issues and seek funding for improvement projects related to these issues.	
9. Monitor the implementation of the Integrated Pest Management (IPM) policy.	<ul style="list-style-type: none"> • The Committee received a report and annual IPM report and provided feedback. February and December
10. Monitor the status of county park maintenance issues including, but not limited to, transfer of some County park maintenance responsibilities to other agencies and implementation of Measure WW grants and expenditure plan.	
11. Monitor the implementation of the County Complete Streets Policy.	
12. Monitor and report on the East Contra Costa County Habitat Conservation Plan (HCP).	
13. Monitor and report on the Underground Utilities Program.	
14. Monitor implementation of the Letter of Understanding (LOU) with PG&E for the maintenance of PG&E streetlights in Contra Costa.	<ul style="list-style-type: none"> • Received a report regarding PG&E coordination with the Cities and County for street light maintenance, and discussed revisions to the LOU. October and December.
15. Freight transportation issues, including but not limited to potential increases in rail traffic such as that proposed by the Port of Oakland and other possible service increases, safety of freight trains, rail corridors, and trucks that transport hazardous materials, the planned truck route for North Richmond; and the deepening of the San Francisco-to-Stockton Ship Channel.	<ul style="list-style-type: none"> • Received an update from DCD on the Northern Waterfront Short-Line Railroad Feasibility Study. November

Referral	Status
16. Monitor the Iron Horse Corridor Management Program.	<ul style="list-style-type: none"> The Committee received a report on the Iron Horse Corridor Active Transportation Study providing feedback and directing staff to bring the item to the Municipal Advisory Committee and the BOS. February
17. Monitor and report on the eBART Project.	
18. Review transportation plans and services for specific populations, including but not limited to County Low Income Transportation Action Plan, Coordinated Human Services Transportation Plan for the Bay Area, Priorities for Senior Mobility, Bay Point Community Based Transportation Plan, and the Contra Costa County Accessible Transportation Strategic Plan.	<ul style="list-style-type: none"> The Committee received a report on staff's efforts to implement SB 743 (2016) bringing the County in to compliance with new vehicle miles traveled requirements. February Approved staff engaging in the Blue Ribbon Transit Recovery Task force relative to accessible transit issues. June
19. Monitor issues of interest in the provision and enhancement of general transportation services, including but not limited to public transportation, taxicab/transportation network companies, and navigation apps.	
20. Monitor the statewide infrastructure bond programs.	
21. Monitor implementation and ensure compliance with the single-use carryout bag ban consistent with Public Resources Code, Chapter 5.3 (resulting from Senate Bill 270 [Padilla – 2014]).	
22. Monitor efforts at the State to revise school siting guidelines and statutes.	
23. Monitor issues related to docked and dockless bike share programs.	<ul style="list-style-type: none"> Reviewed the proposed micromobility ordinance and directed it be brought to the BOS for adoption <i>after</i> CCTA's model ordinance is finalized in order to ensure consistency between the two. June
24. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.	
25. Monitor the County's conversion to solar/distributed energy systems.	

Status Report: Referrals to the Transportation, Water, and Infrastructure Committee - 2021

Submitted: May 9, 2022 TWIC Meeting

Referral	Status
1. Review legislative matters on transportation, water, and infrastructure.	<ul style="list-style-type: none"> Recommended an oppose position to the Board of Supervisors on AB 377 (Rivas), which requires accelerated compliance with National Pollutant Discharge Elimination System goals. April The Committee considered and recommended approval of the Fiscal Year 2021/2022 Road Maintenance and Rehabilitation Account Project List for unincorporated Contra Costa County. May The Committee received a report on the California Senior Legislature's proposed bill to fund and restructure accessible transportation services and expressed support. October The Committee received an update on the status of compliance with SB 743 (2013) requirements relative to vehicle miles traveled analysis/mitigation requirements. November
2. Review applications for transportation, water, and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.	<ul style="list-style-type: none"> The Committee reviewed and approved three grants proposed by DCD under the Caltrans Sustainable Transportation Planning Grant program, Parr Boulevard Complete Streets Project, the Tara Hills Drive Complete Streets Project, and the Willow Pass Road Bike and Pedestrian Improvement Project. October
3. Monitor the Contra Costa Transportation Authority (CCTA) including efforts to implement Measure J.	
4. Monitor EBMUD and Contra Costa Water District projects and activities.	
5. Review projects, plans and legislative matters that may affect the health of the San Francisco Bay and Delta, including but not limited to conveyance, flood control, dredging, climate change, habitat conservation, governance, water storage, development of an ordinance regarding polystyrene foam food containers, water quality, supply and reliability, consistent with the Board of Supervisors adopted Delta Water Platform.	<ul style="list-style-type: none"> The Committee received a letter from the Hazard Materials Commission and subsequent reports from staff regarding potential health and environmental impacts from sea level rise to Contra Costa County, and potential adaptation measures directing staff to return at a future meeting with proposed next steps. April The Committee received an update from CCHS staff on the sea level rise issues raised by the Hazardous Materials Commission originally discussed at the April meeting. August

Referral	Status
6. Review and monitor the establishment of Groundwater Sustainability Agencies and Groundwater Sustainability Plans for the three medium priority groundwater basins within Contra Costa County as required by the Sustainable Groundwater Management Act.	<ul style="list-style-type: none"> Received an update from DCD on the preparation of a Groundwater Sustainability Plan for the East Contra Costa Groundwater Subbasin. February, August Received the draft final report on the East Contra Costa Groundwater Sustainability Plan and recommended approval to the Board of Supervisors. November
7. Review issues associated with County flood control facilities.	<ul style="list-style-type: none"> The Committee reviewed and accepted the Draft Flood Control Capital Improvement Plan for fiscal years 2021/2022 to 2027/2028, opened a public comment period, scheduled a public hearing and expressed appreciation for the continuing creek safety activities and partnership with creek groups and subsequently approved the recommendations and adoption by the Board of Supervisors. September, November
8. Monitor creek and watershed issues and seek funding for improvement projects related to these issues.	
9. Monitor the implementation of the Integrated Pest Management (IPM) policy.	<ul style="list-style-type: none"> The Committee received the annual update on the County's IPM Program from the IPM Coordinator (CCHS) and recommended that the update be brought to the BOS for consideration. December
10. Monitor the status of county park maintenance issues including, but not limited to, transfer of some County park maintenance responsibilities to other agencies and implementation of Measure WW grants and expenditure plan.	
11. Monitor the implementation of the County Complete Streets Policy.	
12. Monitor and report on the East Contra Costa County Habitat Conservation Plan (HCP).	
13. Monitor and report on the Underground Utilities Program.	<ul style="list-style-type: none"> The Committee approved the Appian Way Undergrounding Project under the Rule 20A Underground Utility Program, discussed the PUC elimination of their underground program, and directed staff to return with information on how other agencies are funding their undergrounding programs. August
14. Monitor implementation of the Letter of Understanding (LOU) with PG&E for the maintenance of PG&E streetlights in Contra Costa.	<ul style="list-style-type: none"> Received and provided feedback on the update to the Letter of Understanding for the maintenance of PG&E streetlight in Contra Costa County April, November

Referral	Status
<p>15. Freight transportation issues, including but not limited to potential increases in rail traffic such as that proposed by the Port of Oakland and other possible service increases, safety of freight trains, rail corridors, and trucks that transport hazardous materials, the planned truck route for North Richmond; and the deepening of the San Francisco-to-Stockton Ship Channel.</p>	<ul style="list-style-type: none"> Received a report on and approved a letter of support for WCCTAC grant submittal for the Richmond Parkway Regional Multimodal Mobility Study to the Caltrans Sustainable Communities Grant Program. February
<p>16. Monitor the Iron Horse Corridor Management Program.</p>	<ul style="list-style-type: none"> Received a report from CCHS staff on recommendation from the Hazardous Materials Commission regarding pipeline safety and provided a letter of support for a grant to assess the need for a pipeline safety information website for CC County. February The Committee received a report on Iron Horse trail usage increases and discussed options for addressing the rapidly rising volume of users and alternate modes on the trail and other, similar multi-use paths. Options discussed included the development of a joint (CCTA, EBRPD, CC County) committee to consider options, the development of pilot programs for parallel facilities (equitably distributed around the county), and the identification of new revenue streams for maintenance (potentially BAAQMD). May
<p>17. Monitor and report on the East County Integrated Transit Study.</p>	
<p>18. Review transportation plans and services for specific populations, including but not limited to County Low Income Transportation Action Plan, Coordinated Human Services Transportation Plan for the Bay Area, Priorities for Senior Mobility, Bay Point Community Based Transportation Plan, and the Contra Costa County Accessible Transportation Strategic Plan.</p>	<ul style="list-style-type: none"> Received a report on the Accessible Transportation Strategic Plan and directed it be brought to the full Board of Supervisors for consideration. February The Committee received a Final Vision Zero Report and directed that it be brought to the full Board of Supervisors for consideration. November
<p>19. Monitor issues of interest in the provision and enhancement of general transportation services, including but not limited to public transportation, taxicab/transportation network companies, and navigation apps.</p>	

Referral	Status
20. Monitor the statewide infrastructure bond programs.	
21. Monitor implementation and ensure compliance with the single-use carryout bag ban consistent with Public Resources Code, Chapter 5.3 (resulting from Senate Bill 270 [Padilla – 2014]).	
22. Monitor efforts at the State to revise school siting guidelines and statutes.	
23. Monitor issues related to docked and dockless bike share programs.	<ul style="list-style-type: none"> Received an update from CCTA staff on Contra Costa Transportation Authority's Bike Share and Scooter Share/Micromobility Pilot Program April
24. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.	
25. Monitor the County's conversion to solar/distributed energy systems.	
26. Monitor issues with County Airports as they relate to surrounding land use, transportation, and related infrastructure.	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 05/09/2022

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

Submitted For: John Kopchik, Director, Conservation & Development Department

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham (925)655-2915

Referral History:

This is a standing item on the TWIC agenda.

Referral Update:

Communication Received:

3-12-2022 email from Leland Frayseth (County resident) to the California Water Commission (copy to TWIC) re: "Los Vaqueros Reservoir Proforma Financial Model - Fool me Once"

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

Letter from Leland Frayseth Re: Los Vaqueros Reservoir

John Cunningham

From: Leland Frayseth
Sent: Saturday, March 12, 2022 10:00 AM
To: Samantha.Arthur@cwcc.ca.gov; Alexandre.Makler@cwcc.ca.gov; daniel.curtin@cwcc.ca.gov; Teresa.Alvarado@cwcc.ca.gov; Matthew.Swanson@cwcc.ca.gov; Kimberly.Gallagher@cwcc.ca.gov; fern.steiner@cwcc.ca.gov; jose.solorio@cwcc.ca.gov; cwcc@water.ca.gov; Shoemaker, Brianna@DWR; amy.young@water.ca.gov; Cambra, Paul@CWC; Yun, Joseph@DWR; Klopfenstein, Rachael@DeltaCouncil; erik.errec@delcouncil.ca.gov; John Cunningham; spalmer@zone7water.com; john@goldenstatesalmon.org; Bob Wright; Obegi, Doug; Rachel Murphy; Kennedy, Kellye J; Jennifer Allen; jciampa@lagerlof.com; rperea@lagerlof.com; Scott Anderson
Subject: Los Vaqueros Reservoir Proforma Financial Model - Fool me Once

Subject: Los Vaqueros Reservoir Proforma Financial Model - Fool me Once

Dear CWC Commissioners, Los Vaqueros Reservoir JPA Directors, Staff and the Public,

This is my 47th letter to the California Water Commission (CWC). This month marks my 5th year submitting public comments to the CWC. I have watched videos of every CWC meeting and I have submitted over 3 dozen public records requests to agencies. Please embed this comment as a PDF link into the 16 March 2022 agenda under item 9 Water Storage Investment Program (WSIP) consideration of use of remaining funds.

The climate has changed and business conditions have changed since passage of Proposition 1 by the voters. The people of California deserve real relief from the drought and none of the WSIP offstream reservoir projects will help. Los Vaqueros is the poster girl for offstream reservoir failure. It was sold to us 30 years ago on a lie to improve water quality. It has degraded my tap water quality. It has been poorly maintained. It took \$5 million in electricity to pump water up to fill 6 years after the 160,000 acre-feet dam raise and then it developed a longitudinal crest crack 5,000 acre feet below its design capacity. It has lost 11% of the water pumped up to it through seepage and evaporation. It is an algal bloom incubator. Gate 5 has been inoperable for 10 years. The dam toe drain outfall is buried in Kellogg Creek. The dam face is overgrown with vegetation and burrowing rodents. There is muddy water where it should not be after an earthquake. Off-stream reservoirs are the poster girls for projects that make CWC Commissioners, management and staff look like they do not know what they are doing. Stop funding off stream reservoirs and ask the Joint Powers Authority (JPA) and local agency partners for our tax money back.

California agriculture is 2.6% of GDP farmers and ranchers need to be escorted to the state line and sent to the Mississippi river basin where there is an abundance of water. We do not have water, it is not raining and snowing anymore.

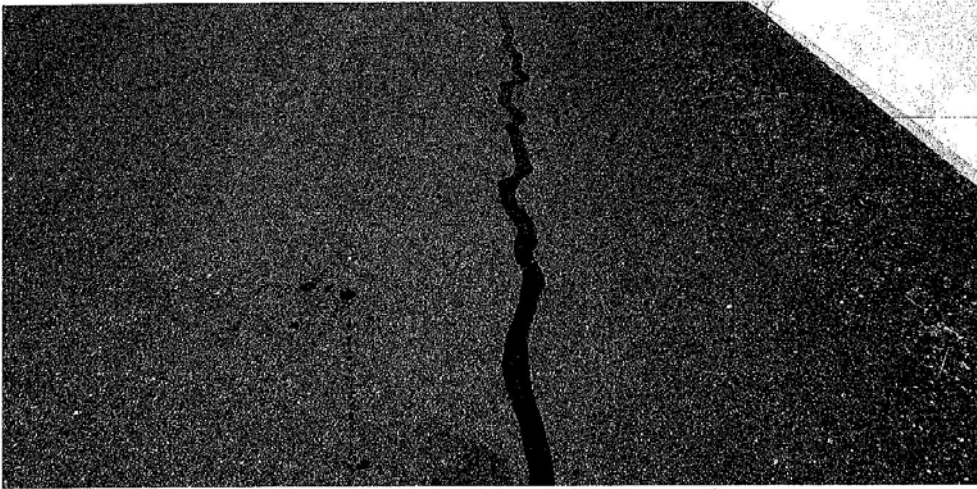
The following images document my experience asking for public records of Los Vaqueros Reservoir's Proforma Financial Model. This is a contract deliverable in the early funding agreement. I was told repeatedly the Los Vaqueros Expansion JPA only has a preliminary draft Proforma Financial model exempt from public release. That is a lie, their contractors, formerly with Lehman Brothers that cost US taxpayers \$750 billion, presented the Proforma version 1 model to the Contra Costa Water District Board 5 December 2018. The takeaway in that presentation was that Los Vaqueros 275,000 acre-feet expansion is "Expensive." Troubled asset Los Vaqueros has no financial plan and a very long and growing longitudinal crack in the dam crest. The JPA wants the Feds to pay their annual off-stream reservoir pumping power bill for San Joaquin wildlife refuges when the water should be left at no cost in the Sacramento river for salmon, steelhead and northern California wildlife.

Thank you for reading my comments and studying the embedded images.
Leland Frayseth









1. Previously sealed crack in asphalt that is separating

DWR 1281 (rev. 10/09)

Sheet 3 of 5



3. Separation in parapet wall measured approximately 1-1/8 inch

Troubled assets in red merging into Los Vaqueros 275,000 acre-feet Joint Powers Authority with additional \$1.2 Billion state and federal bailout

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Avg Rate Increase	1.5%	1.5%	4.0%	4.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%

COMPARISONS OF CALIFORNIA WATERFIX COSTS TO OTHER LARGE WATER INFRASTRUCTURE PROJECTS IN THE STATE

The project costs and impacts of California WaterFix on individual public agencies are comparable to the construction of other large water infrastructure projects and underscores the project's economic value.

A survey of both the funding mechanisms used for other public water projects as well as the capital cost impacts of those projects was previously considered in Chapter 8 of the Bay Delta Conservation Plan. As shown in Table 6, per capita costs for California WaterFix facilities compare favorably with other large-scale water projects in California.

TABLE 6: COSTS OF LARGE-SCALE WATER PROJECTS IN CALIFORNIA, SORTED BY PER CAPITA COSTS IN 2017 DOLLARS

Project	Agency	Date Completed	Capital Cost in Billions (1)	Population within Service Area in Millions (2)	Project Cost per Capita
Diamond Valley Reservoir/Inland Feeder	Metropolitan Water District	2000	\$3.6	18	\$198
Freeport Project	East Bay Municipal Utility District	2010	\$0.6	1.3	\$481
Emergency Storage Project	San Diego County Water Agency	Est. 2014	\$1.7	2.8	\$598
Capital Improvement Program	Santa Clara Valley Water District	Ongoing	\$1.1	1.8	\$620
California WaterFix	CA Department of Water Resources	Est. 2033	\$16.7	25	\$669
Los Vaqueros Reservoir Expansion Project	Contra Costa Water District	2012	\$0.7	0.55	\$1,186
State Water Project	State of California	1965	\$19.2	13	\$1,476
Coastal Branch Aqueduct	Department of Water Resources and Central Coast Water Authority	1997	\$1.1	0.43	\$2,444
Hetch Hetchy Aqueduct Improvement Project	San Francisco Public Utilities Commission	Ongoing	\$5.1	2.5	\$2,052

Source: BDCP Public Draft, November 2013, Chapter 8, Table 8-44.

(1) Capital costs presented in 2017 based on ENR Construction Cost Index - 20 Cities.

(2) Population at time of completion or 2017 for projects not yet completed.

missing Oroville gated & emergency spillway failure \$1.2B repairs \$51B litigation

Received: 12 Nov 2020 Leland Frayseth

From: CaliforniaDWRSupport Public Records Request R000419-072820

**Clean Energy Capital
Amendment No. 3 Scope of Work Summary**

LHF redline 12 Mar 2022

Phase 2 Los Vaqueros Reservoir Expansion Project

CWC staff needs to mark \$850,000 non reimbursable on invoices because public deserves request for proposal, bid tab, competitive bid and this contract was awarded sole source. Reference D10 Competitive Bidding and Procurements Early Funding agreement.

Existing Agreement:	\$1,350,000
Amendment No. 3¹:	
TASK 1 – Project Management Manage the consulting services scope, schedule and budget and track project progress through regular reports and meetings as required. Support the District and the Local Agency Partners (LAPs) participating in the Los Vaqueros Reservoir Joint Powers Authority in development of Draft Service Agreements and other financial agreements as required.	\$100,000
TASK 3 – Engineering Feasibility Update the Proforma Financial Model in response to comments by the District and the LAPs and incorporate updated operations and cost information as available. Support development of the Draft Financial Term Sheet. Develop a Draft Plan of Finance describing the proposed financing structure for LAP cost share of project implementation.	\$250,000
Total Clean Energy Capital Amendment No. 3 Not to Exceed	\$350,000
Total Clean Energy Capital Agreement Not to Exceed	\$1,700,000

¹Task numbers correspond with Tasks in the Early Funding Agreement. Task 2 (Environmental Planning) of the Early Funding Agreement is not applicable to the contract with Clean Energy Capital.

- D.10) COMPETITIVE BIDDING AND PROCUREMENTS: Funding Recipient shall comply with all applicable laws and regulations regarding securing competitive bids and undertaking competitive negotiations in Funding Recipient's contracts with other entities for acquisition of goods and services and construction of public works with funds provided by State under this Funding Agreement.

Los Vaqueros Reservoir JPA - Public Records Act request 

James D. Ciampa
to me, Rose

Mon, Jan 24, 1:48 PM (5 days ago) ☆ ↶ ⋮

Good afternoon, Mr. Frayseth:

On January 13, 2022, you sent the following e-mail to the Authority: "This is a public records request for the complete unredacted electronic Excel file(s) of the Proforma cost model described in deliverables in the attached Early Funding Agreement for Los Vaqueros 275,000 acre-feet expansion on page 12 task 3."

The requested pro forma cost model is still in the development phase and thus is not yet available for public disclosure (per Government Code Section 6254(a) preliminary drafts are exempt from disclosure under the Act). Once that model is finalized, it can be provided in response to a subsequent Public Records Act request.

Thank you for your interest in the Authority.

Sincerely,

James Ciampa, Interim General Counsel
sent on behalf of Interim Clerk, Rosemarie Perea

James D. Ciampa
Partner

— Please respond above this line —



STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY
DEPARTMENT OF WATER RESOURCES

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Dear Mr. Frayseth,

A in-depth search has been preformed and it has been determined the Proforma Financial Model has not yet been delivered to the California Water Commission as it is still in progress with the Contra Costa Water District.

Sincerely,

PRA Coordinator
Department of Water Resources

To monitor the progress or update this request please log into the [Public Records Center](#)

RECOMMENDED ACTION: a) Authorize execution of a sole source contract with Clean Energy Capital for Los Vaqueros Reservoir Expansion Project consulting services for an amount not to exceed \$150,000; and b) Authorize an increase in the Water Resources Department's FY18 consulting services capital budget of \$150,000, to be funded by the existing Local Partner Agency Funding Agreements.

Marguerite Patil
Special Assistant to the GM

Jerry Brown
General Manager

MP/MM:wcc

Attachment: Clean Energy Capital FY18 Scope of Work and Funding Summary



Los Vaqueros Reservoir Expansion

CCWD Board Meeting

December 5, 2018



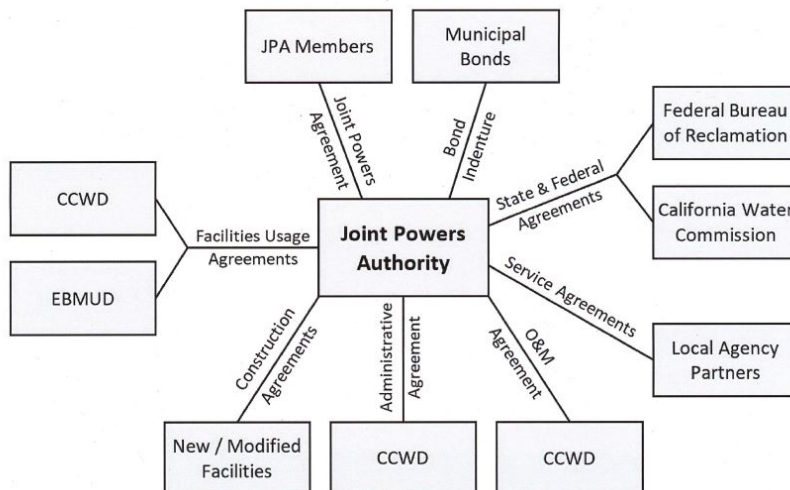
Attachment

Version 1.0 Discussion Points

- CCWD/EBMUD Usage Fees
 - Expensive
 - May be reviewed by independent 3rd party
- Allocation of WSIP contributions to benefit Project
- Sensitivity of Project to changes in interest rate
- Historical CalSim modeling versus the actual cost allocation going forward

Working Model for LVE Project

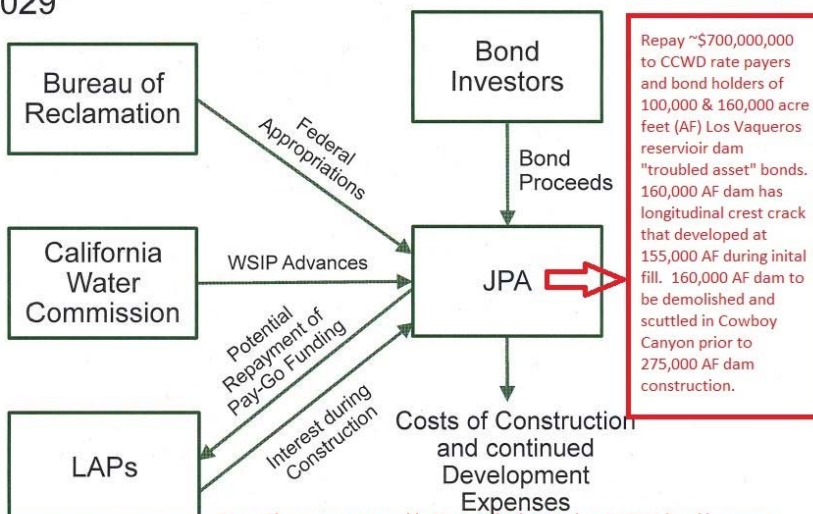
Preliminary Organizational Diagram



Flow of Funds: Construction Period

2021 – 2029

LHF redline 9 Mar 2022



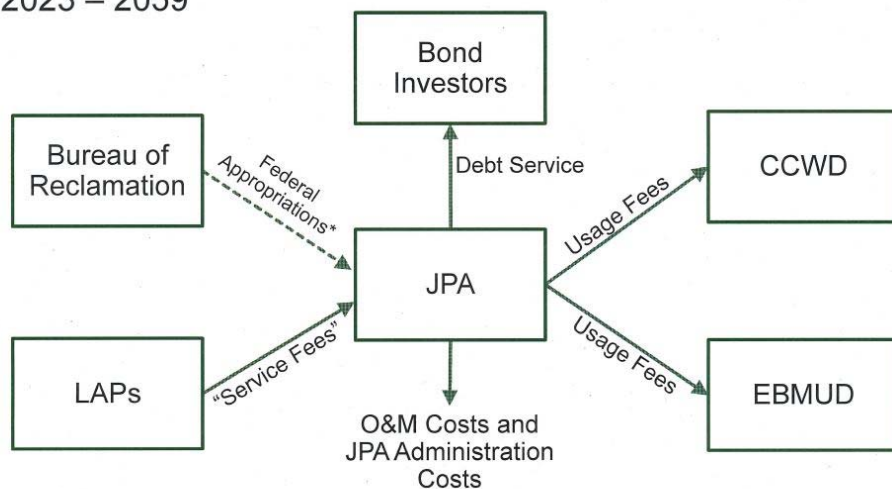
Oops. There were no repaid LAP contributions and no FY 2021 bond issuances.

Why behind schedule? "Preliminary Draft" Proforma model Financial Plan?

- The v1.0 Proforma Model assumes that all Pay-Go contributions provided by LAPs through FY2020 will be repaid to participating LAPs (with interest) using the proceeds from FY2021 bond issuances.

Flow of Funds: Operating Period

2023 – 2059



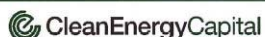
- The costs associated with diverting water on behalf of and delivering to the Refuges is not included in v1.0 Proforma Model. A separate evaluation of the costs attributable to the Refuges will be detailed in a separate analysis with the intention of demonstrating that the State and Federal funds available to the LVE Project are sufficient to cover the cost.

Cost Allocation to LAPs

- Cost allocation "Decoder" reflecting CalSim modeled usage over the past 82 years

Project/Facility	ACWD	BAWSA	BBUD	Brentwood	DPWD	EBMUD	ECCID	Refuges	SCVWD	SFPUC	SLOMWA	SLWD	WWD	Zone7	Total
1. Brentwood Pipeline	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
2. Delta Transfer Pipeline	9.0%	1.2%	6.1%	0.0%	5.6%	0.0%	0.3%	0.0%	28.3%	14.9%	3.3%	6.0%	20.6%	4.6%	100.0%
3. ECCID Pipeline	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
4. Los Vaqueros Dam Raise	10.8%	8.9%	17.7%	0.0%	6.2%	17.8%	1.8%	0.0%	17.8%	0.4%	0.1%	6.7%	2.7%	9.1%	100.0%
5. Norely High-Lift Pump Station	9.0%	1.2%	6.1%	0.3%	5.6%	0.0%	0.3%	0.0%	28.2%	14.9%	3.3%	6.0%	20.5%	4.6%	100.0%
6. Transfer Facility Expansion	11.1%	1.4%	0.0%	0.0%	7.9%	0.0%	0.0%	0.0%	6.6%	31.1%	5.0%	8.5%	24.6%	3.9%	100.0%
7. Transfer-Bethany Pipeline	11.1%	1.4%	0.0%	0.0%	7.9%	0.0%	0.0%	0.0%	6.6%	31.1%	5.0%	8.5%	24.6%	3.9%	100.0%
8. Los Vaqueros Recreation Facilities	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	100.0%
9. Rock Slough PPH1 Replacement	6.5%	0.8%	4.3%	28.7%	4.0%	0.0%	0.2%	0.0%	20.2%	10.6%	2.4%	4.3%	14.7%	3.3%	100.0%
10. Transfer Facilities Improvements	10.7%	8.9%	17.7%	0.3%	6.2%	17.7%	1.8%	0.0%	17.8%	0.4%	0.1%	6.8%	2.7%	9.0%	100.0%
11. Walnut Creek VFDs	10.7%	5.8%	0.2%	0.0%	12.5%	0.0%	0.6%	0.0%	11.3%	34.4%	7.6%	13.4%	1.2%	2.1%	100.0%
12. Mokelumne Aqueduct Lining	11.1%	2.8%	0.2%	0.0%	12.9%	0.0%	0.7%	0.0%	11.6%	35.5%	7.9%	13.9%	1.3%	2.2%	100.0%
13. Freesport Intake	11.1%	2.8%	0.2%	0.0%	12.9%	0.0%	0.7%	0.0%	11.6%	35.5%	7.9%	13.9%	1.3%	2.2%	100.0%
14. EBMUD-CCWD Interlie	7.6%	4.2%	0.1%	0.0%	8.9%	28.7%	0.5%	0.0%	8.0%	24.5%	5.4%	9.6%	0.9%	1.5%	100.0%
15. Los Vaqueros Dam	10.4%	8.6%	17.2%	3.3%	6.0%	17.2%	1.7%	0.0%	17.2%	0.4%	0.1%	6.4%	2.7%	8.8%	100.0%
16. Los Vaqueros Pipeline	8.1%	1.0%	5.4%	2.5%	5.0%	8.4%	0.3%	0.0%	25.2%	13.3%	2.9%	5.4%	18.4%	4.1%	100.0%
17. Middle River Intake	8.8%	1.1%	5.9%	2.7%	5.5%	0.0%	0.3%	0.0%	27.5%	14.5%	3.2%	5.9%	20.0%	4.5%	100.0%
18. Middle River Pipeline	8.8%	1.1%	5.9%	2.7%	5.5%	0.0%	0.3%	0.0%	27.5%	14.5%	3.2%	5.9%	20.0%	4.5%	100.0%
19. Old River Intake	8.8%	1.1%	5.9%	2.7%	5.5%	0.0%	0.3%	0.0%	27.5%	14.5%	3.2%	5.9%	20.0%	4.5%	100.0%
20. Old River Pipeline	8.7%	1.1%	5.9%	3.5%	5.4%	0.0%	0.3%	0.0%	27.3%	14.4%	3.2%	5.8%	19.9%	4.5%	100.0%
21. Rock Slough Facilities	6.5%	0.8%	4.3%	28.7%	4.0%	0.0%	0.2%	0.0%	20.2%	10.6%	2.4%	4.3%	14.7%	3.3%	100.0%
22. Transfer Pipeline	10.7%	8.9%	17.7%	0.3%	6.2%	17.7%	1.8%	0.0%	17.8%	0.4%	0.1%	6.6%	2.7%	9.0%	100.0%
Usage of EBMUD Contributed Facilities	1.1%	0.4%	0.0%	0.0%	1.3%	89.9%	0.1%		1.2%	3.6%	0.8%	1.4%	0.1%	0.2%	100.0%
Usage of CCWD Contributed Facilities	8.7%	4.0%	9.5%	8.7%	5.4%	8.5%	0.8%		21.0%	8.5%	1.9%	5.8%	11.4%	5.7%	100.0%
Usage of JPA Administration	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	7.7%		7.7%	7.7%	7.7%	7.7%	7.7%	7.7%	100.0%

- Allocated costs compiled and shown for each LAP
- For example purposes only; these allocations are a work in progress



8

Water Yield and Storage Allocations

Sites Reservoir Proforma Financial Model

Received: 14 Jan 2022 Leland Frayseth

From: California DWR Support

Public Records Request: R000664-120121

	Yield Allocation (AF)	Yield Percentage Allocation (%)	Storage Allocation (AF)	Storage Percentage Allocation (%)
Antelope Valley-East Kern Water Agency	500	0.30%	3,117	0.2%
Carter Mutual Water Company	300	0.18%	1,870	0.1%
City of American Canyon	4,000	2.39%	24,937	1.8%
Coachella Valley Water District	10,000	5.97%	62,343	4.5%
Colusa County	10,000	5.97%	62,343	4.5%
Colusa County Water District	10,073	6.01%	62,799	4.6%
Cortina Water District	450	0.27%	2,805	0.2%
Davis Water District	2,000	1.19%	12,469	0.9%
Desert Water Agency	6,500	3.88%	40,523	2.9%
Dunnigan Water District	2,972	1.77%	18,528	1.3%
Glenn-Colusa Irrigation District	5,000	2.98%	31,172	2.3%
Irvine Ranch Water District	1,000	0.60%	6,234	0.5%
La Grande Water District	1,000	0.60%	6,234	0.5%
Metropolitan Water District of Southern California	50,000	29.83%	311,717	22.6%
Reclamation District 108	4,000	2.39%	24,937	1.8%
Rosedale-Rio Bravo Water Storage District	500	0.30%	3,117	0.2%
San Bernardino Valley Municipal Water District	21,400	12.77%	133,415	9.7%
San Geronimo Pass Water Agency	14,000	8.35%	87,281	6.3%
Santa Clara Valley Water District	500	0.30%	3,117	0.2%
Santa Clara Valley Water Agency	5,000	2.98%	31,172	2.3%
Westside Water District	5,375	3.21%	33,510	2.4%
Wheeler Ridge-Maricopa Water Storage District	3,050	1.82%	19,015	1.4%
Zone 7 Water Agency	10,000	5.97%	62,343	4.5%
Total	167,620	100.00%	1,044,998	75.7%
State			244,000	17.7%
Federal			91,000	6.6%

Red circles also sit on Los Vaqueros (LV) JPA board what is their LV storage allocation pledge?

Grand Total	167,620	100.0%	1,379,998	100.0%
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Notes:

- Participation (AF of yield) is used primarily as the basis of local agency participation and allocation of local cost share of planning/development costs
- The storage allocation for the State of California and Bureau of Reclamation are estimated as placeholders and will be determined at a later date. The storage allocations for local project participants are estimates until federal and state participation is finalized.