



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

February 13, 2023
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

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

When: Feb 13, 2023 09:00 AM Pacific Time (US and Canada)

Please click the link below to join the meeting:

<https://cccouny-us.zoom.us/j/83423942144>

Meeting ID: 834 2394 2144

Or Telephone, dial:

USA 214 765 0478 US Toll

USA 888 278 0254 US Toll-free

Conference code: 841892

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 December 12, 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) ([Page 4](#))
4. **REVIEW Actions of the Contra Costa Transportation Authority (CCTA) Relative to Measure X MOU Funding Obligations and RECOMMEND the Board of Supervisors approve the CCTA Coordinating Entity program recommendations.** (John Cunningham, Department of Conservation and Development) ([Page 14](#))
5. **CONSIDER the proposed Caltrans Sustainable Transportation Planning Grant candidate project, REVISE as appropriate, FORWARD to the full Board of Supervisors for approval, and/or DIRECT staff as appropriate.** (Robert Sarmiento, Department of Conservation and Development) ([Page 24](#))
6. **CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development) ([Page 26](#))
7. **CONSIDER recommendations on referrals to the Committee for 2023, REVISE as necessary, and DIRECT staff to bring the list to the full Board of Supervisors for approval.** (John Cunningham, Department of Conservation and Development) ([Page 59](#))
8. **REVIEW Status Report on 2022 referrals to TWIC and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.** (John Cunningham, Department of Conservation and Development) ([Page 62](#))

9. **REVIEW and REVISE as appropriate, and ADOPT the 2023 Transportation, Water, and Infrastructure Committee Calendar.** (John Cunningham, Department of Conservation and Development) ([Page 66](#))
10. The next meeting is currently scheduled for March 13, 2023.
11. 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, Fax (925) 655-2750
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	RDAs 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: 02/13/2023

Subject: REVIEW record of meeting for December 12, 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 December 12, 2022, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

December 2022 TWIC Minutes

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR
December 12, 2022

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Present: Diane Burgis, Chair
Candace Andersen, Vice Chair

Attendees: Supervisor Candace Andersen, Dist. 2; Supervisor Diane Burgis, Dist. 3; Rochelle Johnson, PWD; Wade Finlinson, IPM, CCHS; Steve Kowalewski, PWD; Kari McNickle, Fehr & Peers; Maureen Toms, DCD; Jeff Valeros, PWD; Jamar Stamps, DCD; John Kopchik, DCD; Robert Sarmiento, DCD; John Cunningham, DCD - TWIC Staff; Jody London, DCD; Abby Fateman, DCD; Alicia Nuchols, BOS; Bruce Ole Ohlson, Bike East Bay; Cheryl Allegro; David Sondergeld, County Resident; George Arata; Nanette Bosworth, County Resident; Jerry Fahy, PWD; Margaret Henderson; Margaret Langley Kruse, County Resident; Matt Slattengren, Dept of Ag; Pat Alger; Pete Dailey; Vince Moita, Attorney; Will Nelson, DCD; Monica Nino, CAO; Ave Brown, CC County; Gwen Dailey, County Resident; 9252606208 (Unidentified Call-In Attendee)

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. Staff recommends approval of the attached Record of Action for the October 10, 2022, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

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

Staff provided an update on the status of street light maintenance coordination efforts: there is broad satisfaction with the process and staffing changes at PG&E continue to be a problem.

Staff proposed including the following in a revised LOU, encourage more engagement w/locals re: projects, establishment of a direct reporting mechanism for local jurisdictions, GIS mapping, improved response times, consistent handling of maintenance tickets,

transparency on rate changes, and to address staffing changes. The Committee supported these issues and also mentioned that PG&E has had problems with timely processing of encroachment permits.

The Committee also emphasized the need for improved reporting/tracking and customer service for ratepayers.

Staff also indicated that they are working on inventory reconciliation to ensure jurisdictions aren't paying for nonexistent or nonfunctional equipment.?

5. RECEIVE the 2022 Integrated Pest Management Program update and DIRECT staff as appropriate.

The Committee DIRECTED that the report be brought to the Board of Supervisors on consent. Staff discussed the new, simplified IPM plan format developed by the IPM Advisory Committee (IPMAC) for all County departments who manage pests.

The Committee had questions relative to why pesticide use is increasing, and if other agencies track usage and if so, how the County compares. Staff replied that the increase in pesticide usage was attributed to several factors including staffing levels, the elimination of the Vegetation Management Supervisor position, and the need to get many properties under control after suspending herbicide applications along roadsides and Flood Control properties for two years. Staff continue to monitor other agencies methods of tracking pesticide use and IPMAC encourages site-specific reporting where feasible. Staff noted that our pesticide use reporting is one of the more transparent systems in the region, but there is plenty of room for refinement. The Committee expressed support for staff looking at alternatives, remote systems and steam, etc.

There was discussion re: the cost of goats which staff indicated has risen but the County's longstanding relationship with a local goat herder keeps those costs relatively lower.

There were questions regarding whether or not the Sustainability Committee should also receive this report but concerns were expressed re: increasing workload and duplicative effort, IPM and Sustainability staff will discuss.

6. RECEIVE update on the Marsh Creek Corridor Trail Feasibility Study, CONSIDER the report, provide COMMENT and DIRECT staff as appropriate including 1) bringing the Marsh Creek Corridor Trail Feasibility Study to the full Board of Supervisors for consideration, and 2) coordinate with corridor stakeholders to pursue funding opportunities for implementation, as directed by the Committee.

The Committee unanimously APPROVED the staff recommendations including bringing the Feasibility Study to the Board of Supervisors on consent. Staff was directed to update Supervisor-elect Carlson on the study. Additional discussion included the clarification that all comments will be addressed including those submitted subsequent to revisions to the Study, as a feasibility study this effort does not result in a "constructable project", and that no property acquisition is included in the costs.

Verbal public comment from the following individuals was provided:

Vince Moita - Indicated that he represented some property owners, and that the current project is infeasible due to costs and negative impacts including fire safety, security, homeless issues, and agricultural conflicts.

Gwen Dailey - Discussed issues with the project, potential for homeless encampments (which have been a problem on existing trails), effects on wildlife, need for expensive retaining walls which may impact movement and migration of endangered species), the need for a buffer area along the creek, any private properties crossings would need gates which is impractical.

Nanette Bosworth - written transcript of comments were provided (attached)
David Sondergeld - written transcript of comments were provided (attached)

Written comments were provided by
Bruce "Ole" Ohlson (attached)
Margaret Kruse (attached)

7. RECEIVE update on the Carquinez Strait Scenic Loop Trail Gap Closure Study, provide COMMENT, and DIRECT staff as appropriate, including forwarding the Study to the Board of Supervisors for acceptance or other action.

The Committee unanimously APPROVED the staff recommendations.

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

No action or discussion.

9. RECEIVE information and DIRECT staff as appropriate.

The Committee RECEIVED the news and communication.

10. The next Committee meeting is TBD.

11. Adjourn

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 655-2915
john.cunningham@dcd.cccounty.us

John Cunningham

From: Nanette Bosworth
Sent: Tuesday, December 13, 2022 12:16 PM
To: John Cunningham
Cc: Vincent Moita; peter Dailey
Subject: Fw: Marsh Creek Corridor Multi-Use Trail 18400 Marsh Creek Road
Attachments: ### Marsh Creek Rd - Property Owner Comment Letter.pdf; Lot Line Adjustment - LLA[1].pdf

Dear John,

I participated in the committee call yesterday regarding the Marsh Creek Corridor Multi-Use Trail. I am forwarding to you my comments that were provided to Jamar and Kari. I request that you incorporate these comments in the materials that you provide to the full Board of Supervisors meeting.

In addition, I feel that the interested parties that will carry the burden for policing and fire control have not been directly and properly contacted (i.e. Contra Costa Sherriff, Cal Fire, Contra Costa Fire District, Brentwood Police, Eastbay Regional Park Police, etc.) to provide their concerns regarding such a trail. This should be a proactive reach out activity to these organizations by the study coordinators. As I mentioned on the call, there was no knowledge in these organizations of this study when I reached out them the last time public comment was requested.

Thank you,

Regards, Nanette

Nanette Bosworth ###-###-#### Cell ##### Marsh Creek Rd Brentwood, CA 94513

----- Forwarded Message -----

From: Nanette Bosworth
To: transportation@dcd.cccounty.us <transportation@dcd.cccounty.us>
Cc: Margaret Kruse ; peter Dailey
Sent: Friday, November 18, 2022 at 02:59:48 PM PST
Subject: Marsh Creek Corridor Multi-Use Trail ##### Marsh Creek Road

Dear Jamar and Kari,

I am enclosing a copy of my previous letter to you with comments on the Marsh Creek Corridor. While I appreciate that you have changed the proposed path from the last draft which had the trail directly through our property, I still have the same concerns with the new proposal with the trail way up behind our property in a very secluded area of Margaret Cruz's property. Homeless camps, fire risk, privacy infringement and security risks are still my major concerns with the proposal.

In addition, you now have a dual path on the road in front of our home, which still brings concerns regarding privacy as well as some the concerns mentioned above, particularly having a dual path on

both sides of our property. Also, you will see from the attached survey, that there are 2 operating wells right on the edge of Marsh Creek Road that service our property. I would expect that any path construction on the south side of Marsh Creek Road would require a relocation of those wells.

Based on the conversations on the call on the 10th, it does not appear that you have provided any comfort to the property owners regarding the concerns in the attached letter, particularly fire risk, illegal homeless encampment control, livestock control and personal and property safety from those who do not respect the property and person of others. Plans and programs to address these areas must be a part of this plan if there is any chance that the property owners along the proposed trail will support it.

I would also suggest that your team take the time to travel the proposed trail (walk, horseback, etc) to actually see the path you are proposing. It does frustrate property owners when the path as proposed goes through their homes, (i.e. Lisa Rossi Marsh Creek Road and the Sunshine House Fire Station) or in my case would affect our water producing wells.

As of this time, we will not support the proposal and feel there are better areas in our county to provide the recreation opportunities that those that support this proposed trail are looking for, particularly as the original east/west "commuter path" purpose has been abandon as you indicated on the call.

Please feel free to contact me with any questions, or if you would like to discuss.

Regards, Nanette

Nanette Bosworth ###-###-#### Cell ##### Marsh Creek Rd Brentwood, CA 94513

Hello Chair Supervisor Diane Burgis and committee.

My name is David Sondergeld, my wife Kit and I live on Aspara Drive off Marsh Creek Road. I am a very passionate outdoors person an avid cyclist, hiker and Trail runner though slower at the age of 62 😊 . Since moving to this beautiful corridor, I fell in love with the views of mt Diablo and the rambling Creek of Marsh creek, I have become active coordinating cleanups in the upper Watershed of marsh creek and am now helping to form the Marsh Creek Watershed Council which I plan to continue to be a passionate leader and volunteer with. As a hiker/Cyclist I have navigated approx. 90% of the trails in Contra Costa County. I would love to see more trails and access created for public use. With this said, Supervisor Burgis understands my concerns for the Marsh Creek Corridor as I have met with her and her staff in the past over the many issues with Marsh Creek road, The commuter traffic using the country road, the lack of turn outs, lack of shoulders, increase fire danger, break ins, trespassing, Mud slides and more. Note we lost 80% of our property in the 2018 Marsh Fire, it took us 3 years to rebuild with 0 County assistance. I have brought more than a handful of concerns to the county in the past few years with no action or support for those of us out in the unincorporated area. After the Mud slide, Diane did visit our house which we appreciated and that was the last we saw or heard from the county. I offer my support to the county in any way I can to help to improve communication as well as action. Before we even consider a bike trail (Which I oppose for this corridor as it stands), I would suggest focusing on the needed improvements to make this corridor safer as well as continue to preserve the country environment. I am aligned with the property owners in this area that this corridor is not fitting to consider such a trail. Thank you.

Best Regards,

David Sondergeld

To: Transportation, Water, and Infrastructure Committee of the Contra Costa County Board of Supervisors

Subject: Comments Re: Marsh Creek Trail Study

Bicyclists in East County and in Central County fully favor the construction of this trail. Bike East Bay, the advocacy organization for Contra Costa County, fully supports moving forward with the planning for and the construction of bicycle infrastructure parallel to Marsh Creek Road.

This route, Marsh Creek Road, is one of only four routes between East County and Central County. Here is a list of these routes with a comment on each:

- Marsh Creek Road: As currently constituted, this narrow road is filled with high-speed traffic and is a death trap for bicyclists
- Kirker Pass Road: This is tallest hill between the two portions of the County. There are not continuous shoulders on each side of the road and when the bicyclist gets to Concord, there is a dearth of continuous bicycle infrastructure leading anywhere.
- Bailey Road: This narrow road with short-sight-distance curves is filled with high-speed traffic and is currently a death trap for bicyclists.
- The Delta de Anza Regional Trail over Willow Pass (the hill) ends at the Willow Pass Road interchange with Highway 4. Following Willow Pass Road into Concord is a death trap for the bicyclist because of the narrow, short-sight-distance, World War Two era bridge that is filled with high-speed traffic. Caltrans allows the bicyclist to use a one-mile segment of 8-lane Highway 4 to avoid this bridge. Riding a bicycle on the shoulder of a freeway is not for the faint of heart, but is currently the SAFEST route for a bicyclist between East County and Central County.

Where we can't construct the proposed extension of the Marsh Creek Trail as an off-road, Class 1 trail, please build it parallel to the existing Marsh Creek Road as a Class 4 trail, separated from motor-vehicle traffic with a concrete barrier.

At every point where the trail crosses the road, please install a standard crosswalk and a standard traffic signal so that trail users of all ages and abilities can safely cross the road.

To be useful for transportation, this trail would have to be fairly direct. Until it is completed, the trail will definitely be oriented more toward recreation than toward transportation, however, anything would be better than nothing, and bicyclists accept the construction of this trail in phases.

Bicyclists have asked that a trail be constructed on the maintenance road for the pipeline that will connect the Los Vaqueros Reservoir to the Central Valley Water Project when the Los Vaqueros Reservoir dam is enlarged/rebuilt. This proposed trail will provide an opportunity to connect the Marsh Creek Trail (and the entirety of the EBRPD trail system) to the maintenance roads of the Central Valley Water Project that currently permit bicyclists and pedestrians. (A continuous off-road bike path to Bakersfield from Oakland is a definite possibility!)

It appears that the land-owners in the vicinity of the proposed trail are presenting a united front in opposition to the this multi-use trail. Please accept this note as evidence that members of the public who walk, bicycle, roll on scooters, or ride horses are interested in infrastructure that permits all modes of transportation to move freely about our County.

Thank you for your concern.
Happy Holidays.

All best wishes,

~0le

Bruce "0le" Ohlson
Bike East Bay
Delta Pedalers Bicycle Club
Contra Costa Countywide Bicycle Advisory Committee
CCTA Bicycle & Pedestrian Advisory Committee
Caltrans District 4 Bicycle Advisory Committee
TRANSPLAN appointee to Highway 4 Integrated Corridor Management Study
Healthy and Livable Pittsburg Collaborative

John Cunningham

From: margaret kruse Monday, December 12,
Sent: 2022 2:07 PM John Cunningham
To: bonnie Malloy
Cc: Feasibility Study
Subject:

Hello John,

Thank you for taking additional comments following today's TWIC meeting and agenda item on the Marsh Creek Corridor Trail Feasibility Study. I have previously submitted written comments about this proposed trail and am appreciative to see those comments included in materials on the study. I'll try not to repeat myself.

I live at ##### Marsh Creek Road and my family owns the property on either side of Marsh Creek Road. The north side consists of 19 acres and a residence. The south side is a 580 acre parcel used for cattle grazing. This property has been in my family since 1898. A close look at the possible trail alignments show one option following along Marsh Creek Road and a second option shows the trail cutting directly thru the 580 acre piece.

While I understand that this is 'only a feasibility study', and that no eminent domain will be used, the reality is that the study documents a concept and potential trail alignments to be pursued in the future. I guess besides all of the concerns I have already expressed, and those echoed by many residents of the corridor, there are a few remaining points I'd like to make:

First, it is hard to understand how the Board of Supervisors will be able to determine if the potential trail is 'feasible' when there are so many questions not addressed or unanswered. Among those questions is the cost and operation of the trail, and the expense of land acquisitions. In addition, no serious attention is paid to the environmental engineering that will be required to protect the creek habitat, the watershed, and to preserve wildlife corridors. Every person involved in this study needs to physically be out here to actually see the hillsides, the creek, and the roadways where the trail is presented as possible. Anyone can use a computer to draw lines. The realities are much different, and very costly to address. Leadership actually visiting the areas impacted will also see the realities of some of the alignments, as well as visualize impacts to the animal grazing or husbandry operations in which so many of us are engaged.

Secondly, it is totally absurd to consider this a commute alternative for cyclists given the distances to work centers or transportation hubs as well as weather conditions. The reality is that this is a recreational trail proposal that has the potential to be desirable for cyclists. That level of usage and recreational purpose must be balanced against the extreme costs and impact of implementation. I suspect that some funding possibilities will come from labeling this trail as a 'commute alternative' but that is really not a realistic aspect and should be noted.

Again, thank you for accepting continued comments. I welcome you, or any other county officials involved, to visit our area and see what the residents are seeing.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

<u>Meeting Date:</u>	02/13/2023		
<u>Subject:</u>	Accessible Transportation Strategic Plan: Approve ATS Plan Deliverables/Release of Measure X Funding		
<u>Submitted For:</u>	TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,		
<u>Department:</u>	Conservation & Development		
<u>Referral No.:</u>	18		
<u>Referral Name:</u>	Review transportation plans and services for specific populations, including but not limited to...Contra Costa County Accessible Transportation Strategic Plan		
<u>Presenter:</u>	John Cunningham	<u>Contact:</u>	John Cunningham, (925)655-2915

Referral History:

The Committee receives updates on the progress of the Contra Costa Transportation Authority's (CCTA's) Accessible Transportation Strategic (ATS) Plan.

This is the first report after the Memorandum of Understanding (MOU) with CCTA was approved in 2022. One payment in the MOU requires Board of Supervisors approval of CCTA action on the ATS Plan recommendations which is focus of this staff report.

Referral Update:

The County's MOU with CCTA to provide Measure X funding for ATS Plan implementation includes five payments, each with performance requirements that must be met in order to release funding. Performance requirements for Payments 1-3 and 5 are reviewed and processed administratively. Payment # 4 requires concurrence from the Board of Supervisors on the form of the (CE) being established by the Contra Costa Transportation Authority.

Coordinating Entity Recommendation

The ATS Plan included a recommendation to create a new "coordinating entity" that would be responsible for implementing the recommendations of the Plan. The lack of a responsible party was identified as a weakness in prior plans. The following is the recommendation in the ATS Plan for the CE:

Establish a Dedicated Countywide Coordinated Entity (CE)

A CE should either be created or designated to implement countywide study recommendations. The Task Force (TF) will be responsible for determining where this entity should be housed – it could be in an existing non-profit or public agency, or the TF could determine that a new entity will need to be established.

As shown in the language above, the ATS Plan did not determine what type of organization the CE would ultimately be. This was to be explored and determined after the adoption of the ATS Plan by the ATS Task Force.

After the ATS Plan adoption the Task Force met for just over a year and among other tasks, developed a recommendation for the CE type. The Task Force reviewed the following organization types as potential options for CE designation:

- One of the Contra Costa public transit agencies (AC Transit, County Connection, Tri Delta Transit, WestCAT)
- The Contra Costa Transportation Authority
- A new non-profit
- An existing non-profit
- A new joint powers authority

At their October 20, 2022 meeting, the ATS Plan Task Force recommended to the CCTA that a framework be established for

the Countywide CE as a nonprofit/CCTA partnership.

The CCTA Board considered the Task Force recommendation at their December 21, 2022 meeting with Ying Smith (Director of Programs) explaining that CCTA would establish a new non-profit CE to coordinate the accessible transportation programs and services with the intent that the transit operators maintain authority over their ADA paratransit operations. The CCTA Board concurred with the Task Force recommendation and approved the establishment of a framework and concept for the Countywide Coordinating Entity with a unanimous vote. The meeting minutes from the 12-21-22 CCTA Board meeting are attached to this staff report.

Measure X CE Payment

The Measure X MOU includes the following language related to Payment #4 which addresses the establishment of a new Coordinating Entity.

Task 3. Identify and, if necessary, create, the Coordinating Entity and take all feasible steps to establish the entity's operations. For the Coordinating Entity to be created, the task force will submit its final recommendation for approval to the County Board of Supervisors, through the County's Conservation and Development Department, and to CCTA's Board. Both parties shall agree on the organization type of the Coordinating Entity in order for the 20% Coordinating Entity funding to be provided per Schedule 2. The two parties shall meet as necessary to come to an agreement.

Payment 4: 20% will be paid within 60 days of receipt of an invoice and supporting documentation establishing that the Board of Supervisors and CCTA have approved the Coordinating Entity recommendation in accordance with Schedule 1. (Task 3)

Discussion

The ATS Task Force conducted a robust, public process which ultimately led to a staff recommendation of a CCTA/non-profit partnership as the CE. The Task Force voted unanimously in support of the recommendation. A diverse range of stakeholders participated in the dialog including executive staff and Board members from Contra Costa's public transit operators, non-profit staff, local elected officials, and Contra Costa Health Services staff.

Other ATS Updates

Updates unrelated to the Coordinating Entity approval are below:

- In December the CCTA Board agreed to develop a framework to develop a non-profit based Coordinating Entity to oversee accessible transportation issues in Contra Costa County
- At a future meeting, the CCTA Board will consider creating an Office of Accessibility and Equity and hiring a Program Manager to staff the new office.
- At the time this report was submitted, the Board of Supervisors was scheduled to appoint Supervisor Ken Carlson and Dr. Sara Levin to CCTA's Accessible Transportation Task Force

Recommendation(s)/Next Step(s):

REVIEW Actions of the Contra Costa Transportation Authority (CCTA) Relative to Measure X MOU Funding Obligations and RECOMMEND the Board of Supervisors approve the CCTA Coordinating Entity program recommendations.

Fiscal Impact (if any):

None. Measure X funding was authorized by a previous Board action.

Attachments

Minutes from December 2022 CCTA Board Meeting



Authority Board Meeting MINUTES

MEETING DATE: Wednesday, December 21, 2022

MINUTES PREPARED BY: Tarienne Grover

MEMBERS PRESENT:

Chris Kelley, Chair
 Federal Glover, Vice Chair
 Newell Arnerich, Commissioner
 Tom Butt, Commissioner
 Teresa Gerringer, Commissioner
 Loella Haskew, Commissioner
 Dave Hudson, Commissioner
 Karen Mitchoff, Commissioner
 Sue Noack, Commissioner
 Lamar Thorpe, Commissioner
 Mark Foley, Ex-Officio Rep.
 Maureen Powers, Ex-Officio Rep.

STAFF PRESENT:

Colin Clarke
 Peter Engel
 Tarienne Grover
 Timothy Haile
 Jack Hall
 Christina Hartley
 Jacqueline Hill
 John Hoang
 Stephanie Hu
 Brian Kelleher
 Matt Kelly
 Hisham Noeimi
 Irene Ortega
 Jackie Reyes
 Ying Smith
 Sherri Sylva
 Yuliana Tjeng
 Linsey Willis
 Amara Morrison, Legal Counsel

MEMBERS ABSENT:

Aaron Meadows, Commissioner

1. CONVENE MEETING: *Chris Kelley, Chair*

DISCUSSION: Chair Kelley convened the meeting at 6:00 PM. Commissioner Meadows was absent, and Rep. Powers had not yet arrived.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT: Members of the public are invited to address the Authority regarding any item that is not listed on the agenda. Please refer to the Teleconferencing Special Notice for Public Comment guidelines.

DISCUSSION: Rashidi Barnes, Tri Delta Transit, introduced himself as the new Chief Executive Officer for Tri Delta Transit.

Debbie Toth, Choice in Aging, thanked Peter Engel, Director, Programs, for his efforts on accessible transportation.

Rep. Powers joined the meeting at 6:04 PM.

4. PRESENTATIONS

CONSENT CALENDAR

ACTION: Commissioner Mitchoff moved to approve the consent calendar, seconded by Commissioner Arnerich. The motion was adopted by unanimous vote of the commissioners present, unless otherwise noted.

Noes-None

Absent-Commissioner Meadows

Abstain-None

5. APPROVAL OF MINUTES

- A. Authority Board Minutes of November 16, 2022
- B. Authority Board Special Minutes of December 7, 2022

6. Administration & Projects Committee - Consent:

- A. Accept Monthly Accounts Payable Invoice Report for October 2022

Recommendation: Staff seeks acceptance of the monthly accounts payable invoice report for October 2022.

- B. Accept Consultant Agreement Amendments for Various Projects

Recommendation: Staff seeks authorization for the Chair to execute Amendment No. 4 to Agreement No. 532 with Kimley-Horn and Associates to extend the agreement termination date to December 31, 2024, with no increase in budget, Amendment No. 2 to Agreement No. 473 with NV5 Global, Inc. to extend the agreement termination date to December 31, 2023, with no increase in budget, and Amendment No. 9 to Agreement No. 430 with Quincy Engineering, Inc. to extend the agreement termination date to June 30, 2023, with no increase in budget.

- C. Authorization to Execute Amendment No. 1 to Agreement No. 578 with Baker Tilly US, LLP (Baker Tilly) for Executive Recruitment Services

Recommendation: Staff seeks authorization for the Chair to execute Amendment No. 1 to Agreement No. 578 with Baker Tilly, to provide additional executive recruitment services, and to allow the Executive Director or designee to make any non-substantive changes to the language. This amendment will extend the agreement termination date from December 31, 2022 to December 31, 2023, with no increase in budget.

D. Legislative Update

Recommendation: Staff will provide an update on legislation, along with addressing any questions that may arise. The Authority may take action on any item presented in the attachment or any State or Federal legislation pertaining to the Authority's legislative program.

7. Planning Committee - Consent:

- A. NEW ITEM: City of El Cerrito – El Cerrito del Norte Transit-Oriented Development Complete Streets Improvement (Project 250004/120061) – Request for Approval of the 65% Design Peer Review

Recommendation: Staff seeks approval of the Technical Coordinating Committee's recommendation to have the 65% design peer review approved by the Authority Board.

- B. NEW ITEM: Approval of Proposed Actions to Various Funding Resolutions

Recommendation: Staff seeks approval of Resolution 17-47-G (Rev 2), which will extend the term of the resolution through December 31, 2024 with the City of Pinole; Resolutions 15-48-G (Rev 3), 18-64-G (Rev 2), and 19-62-G (Rev 2), which will terminate the resolutions with the East Bay Regional Park District, Resolution 15-15-G (Rev 4), which will terminate the resolution with the City of El Cerrito; and Resolution 17-46-G (Rev 2), which will terminate the resolution with Bay Area Rapid Transit.

- C. NEW ITEM: Authorization to Execute Amendment No. 3 to Agreement No. 465 with Placeworks, Inc. (Placeworks) for On-Call Planning Services

Recommendation: Staff seeks authorization for the Chair to execute Amendment No. 3 to Agreement No. 465 with Placeworks, and to allow the Executive Director or designee to make any non-substantive changes to the language. This amendment will extend the agreement termination date from December 31, 2022 to June 30, 2023, with no increase in budget.

- D. NEW ITEM: Authorization to Execute Amendment No. 3 to Agreement No. 523 with Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard) for the Accessible Transportation Strategic Plan (ATSP) Task Force and Implementation Services

Recommendation: Staff seeks authorization for the Chair to execute Amendment No. 3 to Agreement No. 523 with Nelson\Nygaard, in the amount of \$125,000, for a new total agreement value of \$623,700, to provide additional ATSP implementation services, and to allow the Executive Director or designee to make any non-substantive changes to the language. This amendment will extend the agreement termination date from December 31, 2022 to June 30, 2024.

REGULAR AGENDA ITEMS

8. Administration & Projects Committee - Regular:

A. Approval of Proposed Measure J Reserve Policy (Policy)

Recommendation: Staff seeks approval of Resolution 22-33-P, which will approve the proposed Policy that defines the mechanism for funding the Reserve, identifies eligible uses of Reserve funds, and required approvals to utilize funds from the Reserve.

ACTION: *Commissioner Arnerich* moved to approve Resolution 22-33-P, which will approve the proposed Measure J Reserve Policy that defines the mechanism for funding the Reserve, identifies eligible uses of Reserve funds, and required approvals to utilize funds from the Reserve, seconded by *Commissioner Noack*. The motion was adopted by unanimous vote of the commissioners present, unless otherwise noted.

Noes-*None*

Absent-*Commissioner Meadows*

Abstain-*None*

DISCUSSION: Hisham Noeimi, Director, Programming provided a brief background and overview of the Measure J Reserve Policy including the Measure J Transportation Expenditure Plan, the impacts of the 2008 Great Recession on Measure J revenues, projected revenues, and imposed expenditure caps. Mr. Noeimi also provided an overview of capital project delivery status, the Authority's support of local jurisdictions and agencies through various Measure J programs, along with an overview of the Measure J Reserve and its eligible uses, funding mechanisms, and required approvals.

Commissioners provided comments.

B. NEW ITEM: Consideration, Review, and Input of Administrative Code Section 104.6 and Resolution 91-11-A, Revision 2 to Establish Representative Positions on the Authority Board

Recommendation: Staff seeks Authority Board input on the requirements for the Metropolitan Transportation Commission representative on the Authority Board and seeks direction on the requirements and/or any potential revisions to Administrative Code Section 104.6 and Resolution 91-11-A, Revision 2 to establish representative positions on the Authority Board.

ACTION: Commissioner Mitchoff moved to direct staff to revise Resolution 91-11-A, Revision 2, to clarify that the two Metropolitan Transportation Commission representatives on the Authority Board can also serve as primary Authority Board Members and bring it back to the Authority Board meeting in January 2023 for consideration of approval, seconded by Commissioner Gerringer. The motion was adopted by unanimous vote of the commissioners present, unless otherwise noted.

Noes-None

Absent-Commissioner Meadows

Abstain-None

DISCUSSION: Timothy Haile, Executive Director, provided a brief background of the Metropolitan Transportation Commission (MTC) representative positions and the need to update the language in the resolution to allow the two MTC representatives to also serve as primary Authority Board members.

Commissioner provided comments. Staff responded to comments from commissioners.

9. Planning Committee - Regular:

A. NEW ITEM: Coordinating Entity (CE) Update and Recommendation

Recommendation: Staff seeks approval for the establishment of a framework and concept for the Countywide CE and input from the Authority Board to inform next steps.

ACTION: Commissioner Butt moved to approve the establishment of a framework and concept for the Countywide Coordinating Entity, seconded by Commissioner Mitchoff. The motion was adopted by unanimous vote of the commissioners present, unless otherwise noted.

Noes-None

Absent-Commissioner Meadows

Abstain-None

DISCUSSION: Peter Engel, Director, Programs provided a brief background of the Accessible Transportation Strategic Plan (ATSP), Measure J expenditure plan and regional initiatives and discussed the recommendation from the ATSP Task Force to create a Coordinating Entity (CE) and development of guiding principles on the structure of the CE. Ying Smith, Director, Mobility Programs discussed the proposed framework for the CE and its supporting networked infrastructure, the roles of the Authority Board, and the establishment of the Office of Accessibility and Equity (OAE) and formation of an OAE Advisory Committee. Ms. Smith further announced that the Authority would establish a new non-profit CE to coordinate the accessible transportation programs and services and the proposed framework's intent for the transit operators to continue to maintain authority

over their paratransit operations. She further discussed the stages of the CE development to include the development of the OAE, seeking the Consolidated Transportation Services Agency designation with the Authority's intent to not claim Transportation Development Act and State Transit Assistance funding, and the formation of the CE with the primary goal to enhance accessible transportation.

Mr. Engel discussed the potential revenue sources such as Contra Costa County's Measure X and the Authority's Measure J.

Commissioners provided comments. Staff responded to comments from commissioners.

Public Comment:

Debbie Toth, Choice in Aging, spoke in favor of the development of a CE.

10. CORRESPONDENCE AND COMMUNICATIONS

- A. Summary of the Authority Board Workshop held September 15-16, 2022 at the Don Tatzin Community Hall in Lafayette, CA

11. ASSOCIATED COMMITTEE REPORTS

- A. Central County (TRANSPAC): Meeting Report for the regular meeting on December 8, 2022
- B. East County (TRANSPLAN): Meeting Report for the regular meeting on December 8, 2022
- C. Southwest County (SWAT): Notice of Cancellation for the regular meeting on December 5, 2022
- D. West County (WCCTAC): Meeting Report for the regular meeting on December 9, 2022 (*Meeting handout if available*)

12. AUTHORITY BOARD AND STAFF COMMENTS

- A. Chair's Comments and Reports

DISCUSSION: Chair Kelley thanked outgoing Commissioners Butt, Mitchoff, and White, and Representative Worth for their many years of service on the Authority Board.

Commissioners Butt and Mitchoff provided outgoing comments.

Representative Worth provided outgoing comments.

B. Commissioners' and Ex-Officio Representatives' Comments and Reports on Activities and Meetings

DISCUSSION: Commissioner Gerring announced that she attended the American Public Transportation Association's TRANSform conference in Seattle, Washington from October 9-12, 2022.

Vice Chair Glover thanked outgoing Authority Board Members for their service to the Authority.

C. Executive Staff Comments

DISCUSSION: Timothy Haile, Executive Director, thanked the outgoing Authority Board members, and announced that they will be invited to the February Authority Board meeting to thank them for their service. He thanked Peter Engel, Director, Programs, and Irene Ortega, Accounting Specialist, for their years of service at the Authority. He introduced the Authority's new Administrative Assistant Jacqueline Hill. He discussed the potential branding for the Authority; Presto and GoCoCo are the two names that are being considered. He discussed meetings with Concord First Partners and the City of Concord on the Term Sheet for the Concord Naval Weapons Station. He also discussed the meetings regarding the Bay Area Rapid Transit (BART) Bus Feeder services and the need for funding and BART to continue these services in Contra Costa County. Mr. Haile further discussed the 2022 Activities and Accomplishments, and federal appropriations that will provide funding for projects in Contra Costa County.

Mr. Engel provided outgoing comments and thanked the Authority Board and staff.

Ms. Hill provided an introduction.

13. CALENDAR

- A.** December 2022, and January, February, and March 2023
- B.** Calendar of Upcoming Events

14. CLOSED SESSION

- A.** Public Employee Performance Evaluation Pursuant to Government Code § 54957
Title: Executive Director

Recommendation: Conference with Labor Negotiators Pursuant to Government Code § 54957.6

Agency Designated Representative: Chris Kelley, Chair

Unrepresented Employee: Executive Director

DISCUSSION: Commissioners, staff, and legal counsel convened into Closed Session at 7:48 PM. Reps. Foley and Powers left the meeting at 7:48 PM.

15. RECONVENE IN OPEN SESSION

A. Report on Action Taken in Closed Session

DISCUSSION: Commissioners, staff, and legal counsel reconvened into Open Session at 8:11 PM. Vice Chair Glover left the meeting at 8:11 PM.

Chair Kelley announced that there was no reportable action.

16. ADJOURNMENT to the next regular meeting proposed for January 18, 2023 at 6:00 PM.

DISCUSSION: The meeting was adjourned at 8:11 PM.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 02/13/2023
Subject: CONSIDER proposed Caltrans Sustainable Transportation Planning Grant application
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
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: Robert Sarmiento **Contact:** Robert Sarmiento, (925)655-2918

Referral History:

TWIC authorized submittal of applications to the State Department of Transportation (“Caltrans”) for the Sustainable Transportation Planning Grant Program in previous cycles. In 2018, staff received authorization to apply for the Marsh Creek Multi-Use Trail Feasibility Study but unfortunately did not receive an award. In 2019, staff received authorization to submit an application for the Contra Costa County Active Transportation Plan, which was awarded funding. In 2021, staff received authorization to apply for two studies, the Parr Boulevard Complete Street Study and the Tara Hills Drive Complete Streets Study, but both studies were not selected for funding.

Referral Update:

In January 2023, Caltrans released final grant guidelines and a call for projects for the 2023-24 Caltrans Sustainable Transportation Planning Grant Program. The grant program annually provides funding to encourage local and regional planning activities that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. This cycle includes approximately \$25 million in Senate Bill (“SB”) 1 statewide competitive funding. The maximum grant award is \$700,000, and a minimum 11.47% match is required (cash or in-kind contribution). Applications are due March 9, 2023, 5:00 p.m.

Staff from both the Department of Conservation and Development and Public Works Department collaborated to identify one candidate project to submit to the Grant Program for funding to conduct a study: the **Bay Point Enhanced Bicycle and Pedestrian Improvements Project**. The project would install bicycle and pedestrian improvements, including Class IV separated bicycle facilities and green infrastructure in Bay Point, along Willow Pass Road, Port Chicago Highway, and a short segment of McAvoy Road to McAvoy Harbor and the Bay Point Regional Shoreline. The project would provide multiple benefits, including enhancing multimodal safety for all users, including children and elderly and disabled people, enhancing the pedestrian and bicycling experience, inducing mode shift towards more active transportation modes, reducing GHG emissions, and expanding the low-stress bicycle network in Bay Point.

Recommendation(s)/Next Step(s):

CONSIDER the proposed Caltrans Sustainable Transportation Planning Grant candidate project, REVISE as appropriate, FORWARD to the full Board of Supervisors for approval, and/or DIRECT staff as appropriate.

Fiscal Impact (if any):

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

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 02/13/2023
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

2. REGIONAL

No Report.

3. STATE The County's legislative advocate will attend the February meeting, his written report is attached to this item.

Attached for Review/Discussion:

- **Draft Letter: Board of Supervisors to Sen. Gonzalez re: SB 1121.** The subject will requires the California Transportation Commission to perform a needs assesement of the transportation system ensuring that costs are covered by future revenues. The assesement is intended to cover all components of the system including bike/pedestrian facilities, local raods, highways/bridges/culvertes, and transit systems. The County's legislative advocate advised writing a letter to the author highlighting the needs of the accessible components of the system.

- **Legislative Tracking Table**

- **January Legislative Report**

Accessible Transportation Legislation

Following direction from TWIC and the legislative platform staff and our legislative advocate have been assisting both the California Senior Legislature and the State's Disability and Aging Community Living Advisory Committee in developing legislation to improve accessible transportation policies and funding statewide. An update will be provided to the Committee at the February meeting. A white paper developed to support the legislative concept is attached to this report.

4. FEDERAL No Report

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

CA Accessible Transportation Statement

BOS to S. Gonzalez Re SB1121 Transportation System Needs Assessment

January Legislative Report

Bills of Interest Matrix

State Net Report



Accessible Transportation Problem/Solution Summary

Transportation for Older Californians and Those With Disabilities



November 2022

Problem: A significant portion of senior and disabled Californians can't get where they need to go, when they need to go, because the State's immense transportation funding and policy apparatus does not address their needs. In stark contrast to the rest of the transportation system, accessible transportationⁱ funding, policies, and programs for this population have remained stagnant for decades despite the demographically driven increase in demand for services and the open acknowledgement by the State that improvements need to be made.

- **Demographics:** The aging of society is a well-documented result of the baby boom. This demographic shift is placing increasing demands on a wide range of policy areas, transportation included. The State's 2021 Master Plan for Aging describes the situation: *"California's over-60 population is projected to diversify and grow faster than any other age group. Increasing from 16 percent in 2010 to ¼ of the population by 2030, when there will be 10.8 million older adults in California."*
- **Study and Stagnate:** In the past 19 years there have been six State initiatives that have documented this problem and made recommendations. **No recommendations have ever been implemented.** See "Legacy of Stagnation" below.
- **Inequities:** Every other segment of the transportation system receives increased funding and policy support with consistent implementation. Examples: In 2008 the California Complete Streets Act was passed which bolstered policies and funding to improve facilities for cyclists and pedestrians. In 2017, SB 1 included increased funding for road maintenance, cyclists/pedestrians, conventional transit, boating/park programs, university research, etc., but no dedicated funding for accessible transportation. Further inequities are found in rural areas, especially during disasters, due to limited services and population-based funding formulas resulting in inadequate transportation options which strand and endanger disabled and older Californians. **The "largest and most complex transportation system in the nation" is simply not providing equitable benefits to all Californians.**

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

Coordinated Public Transit-Human Services Transportation Plan, Metropolitan Transportation Commission

Solutions

- **Short Term:** Pass a resolution in the legislature supporting the work of the Disability and Aging Community Living Advisory Committee on accessible transportation and encourage Caltrans, CalSTA, and the California Transportation Commission (CTC) to acknowledge the problem and commit to working with CalHHS to support the development of increased funding and stronger policies respecting the "Nothing About Us Without Us" tenet. Leverage the transportation needs assessment in SB 1121 (2022) to have the CTC, Caltrans, and CalSTA address this issue.
- **Medium Term:** 2023 Legislation strengthening the 1979 Social Service Transportation Act through the statewide designation of county based accessible transportation coordination centers to ensure consistent provision of services. This would be modeled after the area agencies on aging structure. Any improvement in this service area requires a new dedicated formula funding stream. This is a systematic, funded approach that is used successfully in other areas of the transportation system to provide consistent and high-quality transportation infrastructure and programs.

Legacy of Stagnation: California has *decades* of unsuccessful initiatives to address the problem, we are stuck in a “study and stagnate” cycle:

- **2003:** California Health and Human Services: Strategic Plan for an Aging California: Comprehensive accessible transportation recommendations. **No implementation.**
- **2004:** Master Plan *on* Aging: Transportation recommendations: **No implementation.**
- **2005:** CA Commission on Aging Transportation Task Team Report: **No implementation.**
- **2007:** CA Commission on Aging Transportation Task Team Report: **No implementation.**
- **2009:** Caltrans: Mobility Action Plan-Assessing Human Service Transportation Coordination. Extensive study on accessible transportation with recommendations. **No implementation.**
- **2017:** *Senate Bill 1 Road Repair and Accountability Act (\$5.2B Annual): No dedicated funding for accessible transportationⁱⁱ*
- **2021:** Master Plan *for* Aging: The Governor’s Stakeholder Advisory Committee drafted a robust, thoughtful set of recommendations based on widely accepted best practices. This input was not included in the final Master Plan for Aging report while recommendations in all other service areas were accepted. **No meaningful transportation recommendations were included.**
- The last success was the **1979** Social Service Transportation Improvement Act which has proven to be ineffective due to the lack of funding and permissive language which this proposal addresses.

Barriers

- Transportation issues related to aging and disability are overshadowed by every other segment of the transportation system. There is no seat at the transportation table for accessible transportation needs.
- This vulnerable population has a limited capacity for self-advocacy, there is no ability to be the “squeaky wheel”.
- Because of this limited ability for self-advocacy, issues around ageism and ableism are often left out of the many long overdue diversity, equity, and inclusion initiatives underway.
- Reliance of Caltrans, CalSTA, the CTC and the legislature on the public transit lobby for guidance on accessible transportation. Public transit agencies are the minority providerⁱⁱⁱ of accessible transportation and are consumed with other priorities including commute, school, low-income, greenhouse gas reduction efforts, and ADA paratransit^{iv} services. See pullout quote to the right.

Political individuals and organizations with vested interests in “the status quo” will often view expanded transportation services as a threat to their own power or influence and may, therefore, take steps to derail both personal and organizational capital invested in the coordinated transportation system.

Transportation Research Board, National Academies of Sciences, on coordinating human service transportation and transit.

Contact: Debbie Toth dtoth@choiceinaging.org

ⁱ Accessible transportation is a term being used to refer to a broad range of transportation related services provided to persons with disabilities and elderly individuals. For the purposes of this paper, accessible transportation is defined as a range of transportation/transit and supportive services such as city/community programs, Americans with Disabilities Act (ADA) mandated public paratransit service, accessible wayfinding and public rights of way, transportation provided by private non-profits, mobility management programs, volunteer-based transportation programs, etc.

ⁱⁱ SB1 was not an initiative to improve accessible transportation but used to highlight that, in this grand restructuring and increase of gas taxes, virtually every mode of transportation and related issues were funded but no dedicated funding for accessible transportation.

ⁱⁱⁱ American Public Transit Association Fact Book

^{iv} ADA paratransit only addresses a small fraction of the needs of this population and due to numerous factors, cannot be scaled up to address the needs of older persons and those with disabilities.

The Board of Supervisors

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

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

Contra Costa County



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

February ##, 2023

Honorable Lena A. Gonzalez, Chair
Senate Committee on Transportation
1021 O. Street, Suite 7720,
Sacramento, CA 95814

RE: *Accessible Transportation* and SB 1121: State and local transportation system: needs assessment.

Senator Gonzalez:

On behalf of the Contra Costa County Board of Supervisors I am writing to thank you for your legislation, Senate Bill 1121, which would require the preparation of a needs assessment to determine the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years. Equally important is the bill's focus on the fiscal component of the assessment, ensuring revenues and costs are documented and any shortfalls addressed.

This bill comes at an especially critical time relative to transportation services for older Californians and those with disabilities. As described in the attached white paper, "*Accessible Transportation Problem/Solution Summary: Transportation for Older Californians and Those With Disabilities*", transportation services for this vulnerable population are woefully inadequate and have been for quite some time. As documented in the attached, the State has studied how to improve accessible transportation 6 times in 20 years with no recommendations ever implemented.

I am writing to request that the Senate Transportation Committee provide clear direction to the California Transportation Commission that the needs assessment include accessible transportation issues and to address why decades of studies have not resulted in any improvements.

We appreciate your leadership in improving our transportation system for all Californians. It is our hope that with the needs assessment established in SB 1121, the "*largest and most complex transportation system in the nation*" will result in equitable transportation resources for our older and disabled Californians.

Sincerely,

John M. Gioia
Chair
Contra Costa County Board of Supervisors

Attachment: Accessible Transportation Problem/Solution Summary

Copy

- Honorable Members of the Contra Costa County State Legislative Delegation
- Disability and Aging Community Living Advisory Committee (CalHHS)
c/o Amanda Lawrence, California Department of Aging

Smith, Watts & Hartmann, LLC

Government Affairs

January 25, 2022

MEMORANDUM

TO: John Cunningham

FROM: Mark Watts

The following is a brief update on developments and activities occurring within the opening days of the 2023-24 Legislative Session.

State Budget. On January 18, the Senate Budget committee met for an initial overview of the Governor's State Budget proposal for 2023-24. This included presentations by the Department of Finance Chief Deputy Director and the Legislative Analyst with each discussing the major economic issues associated with the budget and the Governor's proposals in response to these. As a reminder, the state's General fund Budget includes a General Fund revenue estimate that is \$29.5 billion lower than assumed in the 2022 Budget Act, and over a three year budget window, the Governor's budget projects a budget gap of \$22.5 billion in the 2023-24 fiscal year.

Sacramento leaders indicate that the state's ability to withstand an economic slowdown is very strong and that is the result of building reserves, eliminating budgetary debt, reducing retirement liabilities, and focusing on one-time spending over ongoing investments. In no case, at this time, does there appear to be a need to consider major reductions in critical programs, although it is worth noting that after all the energy expended over the past two years by the transportation industry, the Governor does call for conditionally limiting the future year appropriations made in the 2022 Budget Act for transit capital purposes by \$2 billion and deferring other General fund appropriations for transportation programs as part of the solution to address the multi-year budget shortfall.

Transportation Commission. The Commission is scheduled to meet in Roseville, California, this week on January 25 (W) – 26(Th). Several key agenda items include: (1) Tab 17, Budget and Allocation Capacity, which indicates that to date the Commission has allocated \$3.38 billion for 361 projects; (2) Tab 18 which presents the STIP Fund Estimate and adoption schedule of August 2023; (3) Tab 20, related to SB 1 Accountability and Transparency Guidelines that we are presently reviewing; (4) Tab 54 that presents the most recent Office of Inspector General Report on Findings and Recommendations related to state transportation programs; and (5) Tab 58, the Department's 1st Quarter Project Delivery Report.

Smith, Watts & Hartmann, LLC

Government Affairs

New Committee Assignments. We previously reported on the announcements of committee chairs in each house. Subsequently, the Seante Rules Committee established committee membership assignments and this week, the Assembly Speaker followed suit. Limiting ourselves to the two policy committees and the two budget subcommittees for now, the committee rosters appear as follows:

Assembly	Senate
Transportation	Transportation
Friedman, Chair Fong, V. Chair Berman J. Carrillo Davies Gipson Hart Kalra Lowenthal Sanchez Wallis Wicks Note: Red indicates CC County representation	L. Gonzalez, Chair Niello, V. Chair Allen Archuleta Becker Blakespear Cortese Dahle Dodd Limon McGuire Newman Nguyen Seyarto Umberg Wahab
Budget Sub #3	Budget Sub #5
Bennett, Chair Connolly Essayli Friedman E. Garcia Patterson L. Rivas	Durazo, Chair Newman Seyarto

Bill introductions. With last week the deadline for submitting new bill ideas to Counsel, for drafting purposes and late February the deadline for introducing new bills, we are not yet seeing the typical “flood” of new legislation. Attached is a draft, initial matrix of key transportation bills introduced thus far.

Smith, Watts & Hartmann, LLC

Government Affairs

Bills of Interest

Bill #	Author	Description	Status	Position	Comments
AB 6 Introduced: 12/5/2022 html pdf	Friedman D (Dist 44)	Transportation planning. Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.	Assembly Print	Monitor	
AB 7 Introduced: 12/5/2022 html pdf	Friedman D (Dist 44)	Transportation: funding: capacity projects. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.	Assembly Print	Work w/ Author	
AB 16	Dixon R	Motor Vehicle Fuel Tax Law:	Assembly Print	Work w/	

<p>Introduced: 12/5/2022 html pdf</p>	<p>(Dist 72)</p>	<p>adjustment suspension. The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.</p>		<p>Author</p>	
<p>AB 52 Introduced: 12/5/2022 html pdf</p>	<p>Grayson D (Dist 15)</p>	<p>Sales and Use Tax Law: manufacturing equipment: research and development equipment. The Sales and Use Tax Law imposes state taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including an exemption from those taxes, on and</p>	<p>Assembly Print</p>	<p>Monitor</p>	<p>Last years bill, vetoed, but included tax exemption on local sales taxes, including SHCC sales tax.</p>

		<p>after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property, as defined, that is, among other things, purchased by a qualified person for purchases for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified, or purchased for use by a qualified person to be used primarily in research and development. Current law prohibits the exemption described above from applying with respect to any tax levied by a county, city, or district pursuant to, or in accordance with, the Bradley-Burns Uniform Local Sales and Use Tax Law or the Transactions and Use Tax Law, sales and use taxes imposed pursuant to certain provisions of the Sales and Use Tax Law, and sales and use taxes imposed pursuant to certain provisions of the California Constitution. This bill would express the intent of the Legislature to expand the sales and use tax exemption for manufacturing and research and development equipment to preserve California's status as a hub of innovation and technology and to encourage greater investment in California.</p>			
<p>AB 53 Introduced: 12/5/2022 html pdf</p>	<p>Fong, Vince R (Dist 32)</p>	<p>Motor Vehicle Fuel Tax Law: suspension of tax. Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p>	Assembly Print	Oppose	
<p>AB 73 Introduced: 12/13/2022 html pdf</p>	<p>Boerner Horvath D (Dist 77)</p>	<p>Vehicles. Would state the intent of the Legislature to enact legislation relating to a stop-as-yield pilot program seeking to improve the flow of traffic by allowing both</p>	Assembly Print	Monitor	

		drivers and bicyclists to move safely at an intersection where there is a stop sign.			
AB 96 Introduced: 1/9/2023 html pdf	Kalra D (Dist 25)	Public employment: local public transit agencies: autonomous transit vehicle technology. Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.	Assembly Print	Recommended OPPOSE	
AB 251 Introduced: 1/18/2023 html pdf	Ward D (Dist 78)	California Transportation Commission: vehicle weight safety study. Would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee. The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified.	Assembly Print	Monitor	
AB 287 Introduced: 1/24/	Garcia D (Dist 36)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction	Assembly Print	Monitor	

<p>2023 html pdf</p>		<p>Fund: competitive grant programs: funding objectives. Current law requires the moneys from the Greenhouse Gas Reduction Fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the California Global Warming Solutions Act of 2006 and, where applicable and to the extent feasible, to maximize economic, environmental, and public health benefits to the state, among other goals. This bill, beginning July 1, 2025, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to provide for a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.</p>			
<p>ABX1 2 Introduced: 12/5/2022 html pdf</p>	<p>Fong, Vince R (Dist 32)</p>	<p>Motor Vehicle Fuel Tax Law: suspension of tax. Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p>	<p>Assembly Print</p>	<p>Watch</p>	
<p>SB 5 Introduced: 12/5/2022 html pdf</p>	<p>Nguyen R (Dist 36)</p>	<p>Motor Vehicle Fuel Tax Law: limitation on adjustment. The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill</p>	<p>Senate Gov. & F.</p>	<p>Oppose</p>	

		would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.			
<p>SB 32</p> <p>Introduced: 12/5/2022</p> <p>html pdf</p>	<p>Jones R</p> <p>(Dist 40)</p>	<p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p> <p>The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</p>	Senate Rules	Monitor	
<p>SB 69</p> <p>Introduced: 1/5/2023</p> <p>html pdf</p>	<p>Cortese D</p> <p>(Dist 15)</p>	<p>California Environmental Quality Act: judicial and administrative proceedings: limitations.</p> <p>The California Environmental Quality Act (CEQA) requires a state agency or a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the Office of Planning and Research or the county clerk of each county in which the project will be located, as provided. CEQA authorizes a state agency or a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the office or the county clerk of each county in which the project will be located, as provided. If a person has made a written request to a public agency</p>	Senate Environmental Quality	Monitor	

		<p>for a copy of a notice of determination or notice of exemption for a project before the date on which the public agency approves or determines to carry out the project, CEQA requires the public agency, no later than 5 days from the date of the public agency's action, to deposit a copy of the written notice addressed to that person in the United States mail, first-class postage prepaid. CEQA provides that the date upon which the notice is mailed does not affect the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA. The bill would require a public agency to provide both the notice and any subsequent amended, corrected, or revised notice, as specified, in response to a written request for the notice, regardless of the delivery method. By requiring a local agency to provide a copy of any subsequent amended, corrected, or revised notice, along with the notice, the bill would impose a state-mandated local program.</p>			
<p>SB 84 Introduced: 1/13/2023 html pdf</p>	<p>Gonzalez D (Dist 33)</p>	<p>Clean Transportation Program. Would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.</p>	Senate Rules	Monitor. Spot Bill	
<p>SB 229 Introduced: 1/23/2023 html pdf</p>	<p>Umberg D (Dist 34)</p>	<p>Surplus land: disposal of property: violations: public meeting. Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, before disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving</p>	Senate Rules	Monitor	

	<p>notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under existing law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. The bill would require the local agency's governing body to provide prescribed notice no later than 14 days before the public session.</p>			
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Total Measures: 15

Total Tracking Forms: 15

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

File name: Master

California

1. **CA AB 6**



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee

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Author: Laura Friedman (D-044)

Title: Transportation Planning

Fiscal Committee: no

Urgency Clause: no

Introduced: 12/05/2022

Disposition: Pending

Location: ASSEMBLY

Summary: States the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

Status: 12/05/2022 INTRODUCED.

2. **CA AB 7**



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

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Author: Laura Friedman (D-044)
Title: Transportation: Funding: Capacity Projects
Fiscal Committee: no
Urgency Clause: no
Introduced: 12/05/2022
Disposition: Pending
Location: ASSEMBLY
Summary: States the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.
Status: 12/05/2022 INTRODUCED.

3. CA AB 16



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Diane Dixon (R-072)
Title: Motor Vehicle Fuel Tax Law: Adjustment Suspension
Fiscal Committee: yes
Urgency Clause: no

Introduced: 12/05/2022
Disposition: Pending
Location: ASSEMBLY
Summary: Authorizes the Governor to suspend an adjustment to the motor vehicle fuel tax, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year.
Status: 12/05/2022 INTRODUCED.

4. CA AB 31



SESSION ADJOURNMENT
 September 8, 2023
 213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Juan Carrillo (D-039)
Title: Public Transit: Funding
Fiscal Committee: no
Urgency Clause: no
Introduced: 12/05/2022
Disposition: Pending
Location: ASSEMBLY
Summary: States the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.
Status: 12/05/2022 INTRODUCED.

5. CA AB 38



SESSION ADJOURNMENT
 September 8, 2023
 213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Alex Lee (D-024)

Title: Light Pollution Control

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/05/2022

Disposition: Pending

Location: Assembly Business and Professions Committee

Summary: Requires, with certain exceptions, a state agency to ensure that an outdoor lighting fixture that is installed or replaced on or after January 1, 2024, on a structure or land that is owned, leased, or managed by the state agency is shielded, as defined, and meets additional specified criteria.

Status: 01/26/2023 To ASSEMBLY Committee on BUSINESS AND PROFESSIONS.

6. **CA AB 52**



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Timothy S. Grayson (D-015)

Title: Sales and Use Tax: Manufacturing Equipment: Research

Fiscal Committee: no

Urgency Clause: no

Introduced: 12/05/2022

Disposition: Pending

Location: ASSEMBLY

Summary: Expresses the intent of the Legislature to expand the sales and use tax exemption for manufacturing and research and development equipment to preserve California's status as a hub of innovation and technology and to encourage greater investment in California.

Status: 12/05/2022 INTRODUCED.

7. CA AB 53



SESSION ADJOURNMENT
 September 8, 2023
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1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Vince Fong (R-032)

Title: Motor Vehicle Fuel Tax Law: Suspension of Tax

Fiscal Committee: yes

Urgency Clause: yes

Introduced: 12/05/2022

Disposition: Pending

Location: ASSEMBLY

Summary: Suspends the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws.

Status: 12/05/2022 INTRODUCED.

8. CA AB 73



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Tasha Boerner Horvath (D-077)

Title: Vehicles

Fiscal Committee: no

Urgency Clause: no

Introduced: 12/13/2022

Disposition: Pending

Location: ASSEMBLY

Summary: States the intent of the Legislature to enact legislation relating to a stop-as-yield pilot program seeking to improve the flow of traffic by allowing both drivers and bicyclists to move safely at an intersection where there is a stop sign.

Status: 12/13/2022 INTRODUCED.

9. CA AB 96



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Chamber 2nd Committee 2nd Chamber Executive

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1st Committee



Author: Ash Kalra (D-025)
Title: Public Employment: Local Public Transit Agencies
Fiscal Committee: no
Urgency Clause: no
Introduced: 01/09/2023
Disposition: Pending
Location: Assembly Public Employment and Retirement Committee
Summary: Requires a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies.
Status: 01/30/2023 In ASSEMBLY. Suspend Assembly Rule 96.
 01/30/2023 Re-referred to ASSEMBLY Committee on PUBLIC EMPLOYMENT AND RETIREMENT.

10. **CA AB 251**



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Christopher Ward (D-078)
Title: California Transportation Commission: Vehicle Weight
Fiscal Committee: yes
Urgency Clause: no
Introduced: 01/18/2023
Disposition: Pending
Location: Assembly Transportation Committee

Summary: Requires the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee. Requires the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature.

Status: 02/02/2023 To ASSEMBLY Committee on TRANSPORTATION.

11. CA AB 287



SESSION ADJOURNMENT

September 8, 2023
213 Days Remaining



1st Committee

1st Chamber

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Author: Cristina Garcia (D-058)

Title: California Global Warming Solutions Act of 2006

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/24/2023

Disposition: Pending

Location: Assembly Natural Resources Committee

Summary: Requires state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to provide for a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.

Status: 02/02/2023 To ASSEMBLY Committee on NATURAL RESOURCES.

12. CA AB 364



SESSION ADJOURNMENT

September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Isaac G. Bryan (D-055)
Title: Street Furniture Data: Statewide Data Platform
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/01/2023
Disposition: Pending
Location: ASSEMBLY
Summary: Requires the Department of Transportation to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data. The bill would define street furniture as objects and pieces of equipment installed along a street or road to provide amenities for pedestrians, including, but not limited to, bus shelters, trash receptacles, benches, or public toilets.
Status: 02/01/2023 INTRODUCED.

13. **CA ACA 2**



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Juan Alanis (R-022)
Title: Public Resources: Water and Wildfire Resiliency Act
Fiscal yes

Committee:

Urgency Clause: no

Introduced: 12/05/2022

Disposition: Pending

Location: ASSEMBLY

Summary: Establishes the Water and Wildfire Resiliency Fund within the State Treasury, and would require the Treasurer to annually transfer an amount equal to 3% of all state revenues that may be appropriated as described from the General Fund to the Water and Wildfire Resiliency Fund. Requires the moneys in the fund to be appropriated by the Legislature and requires that 50% of the moneys in the fund be used for water projects, and that the other 50% of the moneys in the fund be used for forest maintenance.

Status: 12/05/2022 INTRODUCED.

14. **CA SB 5**



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Janet Nguyen (R-036)

Title: Motor Vehicle Fuel Tax Law: Limitation on Adjustment

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/05/2022

Disposition: Pending

Location: Senate Governance and Finance Committee

Summary: Limits the annual adjustment of the tax upon motor vehicle fuel removed from a refinery or terminal rack to a maximum of 2% for rate adjustments made on or after July 1, 2023.

Status: 01/18/2023 To SENATE Committee on GOVERNANCE AND FINANCE.

15. CA SB 20



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Susan Rubio (D-022)

Title: Joint Powers Agreements: Regional Housing Needs

Fiscal Committee: no

Urgency Clause: no

Introduced: 12/05/2022

Disposition: Pending

Location: Senate Governance and Finance Committee

Summary: Authorizes 2 or more cities, by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act, to create a regional housing trust for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions.

Status: 01/18/2023 To SENATE Committees on GOVERNANCE AND FINANCE and HOUSING.

16. CA SB 30



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Thomas J. Umberg (D-034)
Title: Transportation: Zero-Emission Vehicle Signage
Fiscal Committee: no
Urgency Clause: no
Introduced: 12/05/2022
Disposition: Pending
Location: Senate Rules Committee
Summary: States the intent of the Legislature to enact subsequent legislation requiring the Department of Transportation, in coordination with the Governor's Office of Business and Economic Development (GO-Biz) and the State Energy Resources Conservation and Development Commission, to develop and design light-duty zero-emission vehicle charging station signage to be placed along state highways, as well as a publicly accessible online platform that identifies the locations of electric vehicle chargers.
Status: 01/18/2023 To SENATE Committee on RULES.

17. **CA SB 32**

SESSION ADJOURNMENT
 September 8, 2023
 213 Days Remaining



1st Committee

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Author: Brian W. Jones (R-040)
Title: Motor Vehicle Fuel Tax: Greenhouse Gas Reduction
Fiscal Committee: yes
Urgency Clause: yes
Introduced: 12/05/2022
Disposition: Pending

Location: SENATE**Summary:** Suspends the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. Suspends the imposition of the tax on motor vehicle fuels for one year. Requires a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.**Status:** 12/05/2022 INTRODUCED.18. **CA SB 69****SESSION ADJOURNMENT**
September 8, 2023
213 Days Remaining

1st Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

Our Forecast ⓘ
▼ Show More**Author:** Dave Cortese (D-015)**Title:** Environmental Quality Act: Proceedings: Limitations**Fiscal Committee:** yes**Urgency Clause:** no**Introduced:** 01/05/2023**Disposition:** Pending**Location:** Senate Environmental Quality Committee**Summary:** Requires a public agency to provide both the notice of determination or notice of exemption under the California Environmental Quality Act (CEQA) and any subsequent amended, corrected, or revised notice, as specified, in response to a written request for the notice, regardless of the delivery method.**Status:** 01/18/2023 To SENATE Committees on ENVIRONMENTAL QUALITY and JUDICIARY.19. **CA SB 84****SESSION ADJOURNMENT**
September 8, 2023
213 Days Remaining

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Lena A. Gonzalez (D-033)
Title: Clean Transportation Program
Fiscal Committee: no
Urgency Clause: no
Introduced: 01/13/2023
Disposition: Pending
Location: Senate Rules Committee
Summary: States the intent of the Legislature to enact future legislation related to the Clean Transportation Program.
Status: 01/25/2023 To SENATE Committee on RULES.

20. **CA SB 229**



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Thomas J. Umberg (D-034)
Title: Surplus Land: Disposal of Property: Violations
Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/23/2023

Disposition: Pending

Location: Senate Governmental Organization Committee

Summary: Requires a local agency that has received a notification of violation from the Department of Housing and Community Development to hold an open and public session to review and consider the substance of the notice of violation. Requires the local agency's governing body to provide prescribed notice no later than 14 days before the public session. Prohibits the local agency's governing body from taking final action to ratify or approve the proposed disposal until a public session is held as required.

Status: 02/01/2023 To SENATE Committee on GOVERNANCE AND FINANCE.

21. **CA AB 2 a**



SESSION ADJOURNMENT
 September 8, 2023
 213 Days Remaining

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Vince Fong (R-032)

Title: Motor Vehicle Fuel Tax Law: Suspension of Tax

Fiscal Committee: yes

Urgency Clause: yes

Introduced: 12/05/2022

Disposition: Pending

Location: ASSEMBLY

Summary: Suspends the imposition of the tax on motor vehicle fuels for one year. Requires that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws.

Status: 12/05/2022 INTRODUCED.

22. CA SB 1 a



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Brian W. Jones (R-040)

Title: Transportation Fuels

Fiscal Committee: yes

Urgency Clause: yes

Introduced: 12/05/2022

Disposition: Pending

Location: Senate Rules Committee

Summary: Suspends the Low Carbon Fuel Standard regulations for one year under the Global Warming Solutions Act, suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms.

Status: 12/06/2022 To SENATE Committee on RULES.

23. CA SB 2 a



SESSION ADJOURNMENT
September 8, 2023
213 Days Remaining

1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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1st Committee



Author: Nancy Skinner (D-009)
Title: Energy: Transportation Fuels: Gasoline Refining Margin
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/05/2022
Disposition: Pending
Location: Senate Rules Committee
Summary: Establishes a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the State Energy Resources Conservation and Development commission to annually adjust the maximum gross gasoline refining margin. Authorizes the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. Authorizes the commission to assess an administrative penalty on a refiner for exceeding the refining margin.
Status: 12/06/2022 To SENATE Committee on RULES.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 02/13/2023
Subject: DRAFT 2023 TWIC Referrals
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham **Contact:** John Cunningham, (925) 655-2915

Referral History:

This is an annual administrative item of the Committee.

Referral Update:

Changes seen in the attached draft referral list are described below:

- #12: The Active Transportation and Vision Zero efforts are similar types of issues to Complete Streets. Including and combining them with the Complete Streets referral is justifiable in that complete streets has fallen out of favor somewhat in terms of approaches to planning the transportation network being replaced by Active Transportation and Vision Zero approaches.
- #17: The East County Integrated Transit Study is complete and is recommended for deletion. The Contra Costa Transportation Authority is initiating a new transit study which has been added.
- #18: Miscellaneous transportation plans and services was updated to remove defunct references and a new planning effort.

Staff is continuing to consult with impacted Departments on potential revisions which may be discussed at the February TWIC meeting.

Recommendation(s)/Next Step(s):

DISCUSS recommendations on referrals to the Committee for 2023, REVISE as necessary, and DIRECT staff to bring the list to the full Board of Supervisors for approval.

Fiscal Impact (if any):

None.

Attachments

TWIC Referrals 2023 - DRAFT

DRAFT 2023~~2~~ Referrals to the Transportation, Water and Infrastructure Committee

(To be Considered by TWIC at their ~~March~~ February ~~134~~, 2023 Meeting.)

1. Review legislative matters on transportation, water, and infrastructure.
2. Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.
3. Monitor the Contra Costa Transportation Authority 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*.
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 policy.
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 and report on the East Contra Costa County Habitat Conservation Plan.
12. Monitor the implementation of the County Complete Streets, Active Transportation, and Vision Zero PolicyPolicies.
13. Monitor and report on the Underground Utilities Program.
14. Monitor implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa.
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; freight issues related to the Northern Waterfront (and coordinate with the Northern Waterfront Ad Hoc Committee as needed), and the deepening of the San Francisco-to-Stockton Ship Channel.
16. Monitor the Iron Horse Corridor Management Program.
- ~~17. Monitor and report on the East County Integrated Transit Study.~~
17. Monitor and report on the Contra Costa Transportation Authority's Integrated Transit Plan.
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, CCTA East County Ferry Feasibility Study, ~~Priorities for Senior Mobility, Bay Point Community Based Transportation Plan~~, and the Contra Costa County Accessible Transportation Strategic Plan.
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.
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: 02/13/2023
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 **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):

Fiscal Impact (if any):

N/A

Attachments

TWIC 2022 Referral Report

Status Report: Referrals to the Transportation, Water, and Infrastructure Committee - 2022

Review: February #, 2023 TWIC Meeting

Referral	Status
1. Review legislative matters on transportation, water, and infrastructure.	<ul style="list-style-type: none"> • The Committee supported the proposed state budget request for Accessible Transportation Strategic Plan implementation funding. March • The Committee reviewed and recommended approval of the Road Maintenance and Rehabilitation Account funded project list in compliance with SB1(2017) requirements. May
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 recommended approval of Active Transportation grants to be submitted to Caltrans and MTC. May
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.	<ul style="list-style-type: none"> • The Committee recommended that the Board of Supervisors sign a letter supporting a CCWD grant application for the Shortcut Pipeline Phase 3 Improvements Project. March
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 communication from the Hazardous Materials Commission encouraging action on two studies, <i>Adapting to Rising Tides</i>, and <i>Hazardous Materials Commodity Flow Study</i> and provided recommendations on how to proceed. The Committee directed that a “convening department” and “action department” should be identified with DCD reporting back at a future meeting. March
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.	

Referral	Status
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.	
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).	<ul style="list-style-type: none"> The Committee received the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan <i>Year in Review -2021</i> report December
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"> The Committee reviewed a status report and made recommendations on the streetlight maintenance coordination effort. 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.	
16. Monitor the Iron Horse Corridor Management Program.	
17. Monitor and report on the East County Integrated Transit Study.	

Referral	Status
<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"> The Committee approved the County’s <i>Active Transportation Report</i> and directed that it be brought to the full BOS. Finding resources to implement Iron Horse Corridor improvements (including trail separation) was emphasized. <p>March</p>
<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>	
<p>20. Monitor the statewide infrastructure bond programs.</p>	
<p>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]).</p>	
<p>22. Monitor efforts at the State to revise school siting guidelines and statutes.</p>	
<p>23. Monitor issues related to docked and dockless bike share programs.</p>	
<p>24. Monitor efforts related to water conservation including but not limited to turf conversion, graywater, and other related landscaping issues.</p>	
<p>25. Monitor the County’s conversion to solar/distributed energy systems.</p>	
<p>26. Monitor issues with County Airports as they relate to surrounding land use, transportation, and related infrastructure.</p>	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 02/13/2023

Subject: REVIEW, REVISE as appropriate, and ADOPT the 2023 Transportation, Water, and Infrastructure Committee Calendar.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham **Contact:** John Cunningham, (925)655-2915

Referral History:

N/A. This is an annual administrative task of the Committee.

Referral Update:

The Committee should review, revise if appropriate, and adopt the 2023 draft calendar.

Recommendation(s)/Next Step(s):

REVIEW and REVISE as appropriate, and ADOPT the 2023 Transportation, Water, and Infrastructure Committee Calendar.

Fiscal Impact (if any):

N/A

Attachments

2023 TWIC Calendar



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Supervisor Diane Burgis, District III, Chair
Supervisor Candace Andersen, District II, Vice Chair

2023 Meeting Schedule

DATE	Location	TIME
Monday, February 13	1025 Escobar Street, Room 110, Martinez <i>or</i> Remote Meeting (see agenda for details)	9:00 a.m.
Monday, March 13	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, April 10	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, May 8	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, June 12	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, July 10	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, August 14	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, September 11	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, October 9	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, November 13	1025 Escobar Street, Room 110, Martinez	9:00 a.m.
Monday, December 11	1025 Escobar Street, Room 110, Martinez	9:00 a.m.

The Agenda Packets will be posted and emailed out prior to the meeting dates.

* To slow the spread of COVID-19, the Health Officer's Shelter Order of December 16, 2020, prevents public gatherings. In lieu of a public gathering, the Board of Supervisors and Committee meetings will be accessible via live-streaming to all members of the public as permitted by the Governor's Executive Order N29-20.

For Additional Information Contact:

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