



AGENDA

CONTRA COSTA COUNTY Transportation, Water & Infrastructure Committee

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Monday, July 8, 2024

9:30 AM

**District 2 Office: 309 Diablo Rd.
Danville, CA 94526 |**

**District 3 Office: 3361 Walnut Blvd.
Suite140, Brentwood, CA 94513**

ZOOM LINK

<https://cccouny-us.zoom.us/j/85061313447>

| Dial: 888-278-0254 |

ACCESS CODE: 198675

The public may attend this meeting in person at either above locations and/or remotely via call-in or ZOOM.

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

1. INTRODUCTIONS Call to order and roll call.
2. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).
3. REVIEW Meeting Record for the May 13, 2024 Transportation, Water, and Infrastructure Committee. [24-2095](#)
Attachments: [TWIC Minutes 05.13.24](#)
4. RECEIVE 2023 Annual Report and Presentation on the East Contra Costa County Habitat Conservation Plan (ECCHCP) [24-2096](#)
Attachments: [2023 HCP Presentation - TWIC-7-8-2024](#)
[FINAL_ECCC_2022-2023_HCP_AR.pdf](#)
5. ACCEPT the Annual Road Report for Calendar Years 2022 and 2023 dated June 2024, and DIRECT staff of the Director of Public Works to submit the report to the Board of Supervisors. [24-2097](#)
Attachments: [ANNUAL REPORT - Jun 2024 Final for TWIC](#)

6. CONSIDER Report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities [24-2098](#)
Attachments: [July 2024 TransLeg Report](#)
[Leg Tracking Report \(7-2-24\)](#)
[Big boost for Contra Costa's one-call paratransit plan](#)
7. RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate. [24-2099](#)
Attachments: [BAHFA to Place \\$20 Billion Housing Bond On Nov Ballot](#)
[June 27 2024 RTPC Memo](#)
[This Bay Area county is eager to put driverless cars on the road](#)
8. ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting to be held on Monday, August 12, 2024 at 9:30am.

GENERAL INFORMATION

This meeting provides reasonable accommodations for persons with disabilities planning to attend a the 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 Committee less than 96 hours prior to that meeting are available for public inspection at 1025 Escobar St., 4th Floor, Martinez, during normal business hours. Staff reports related to items on the agenda are also accessible on line at www.co.contra-costa.ca.us.

HOW TO PROVIDE PUBLIC COMMENT

Persons who wish to address the Committee during public comment on matters within the jurisdiction of the Committee that are not on the agenda, or who wish to comment with respect to an item on the agenda, may comment in person, via Zoom, or via call-in. Those participating in person should offer comments when invited by the Committee Chair. Those participating via Zoom should indicate they wish to speak by using the “raise your hand” feature in the Zoom app. Those calling in should indicate they wish to speak by pushing *9 on their phones.

Public comments generally will be limited to two (2) minutes per speaker. In the interest of facilitating the business of the Board Committee, the total amount of time that a member of the public may use in addressing the Board Committee on all agenda items is 10 minutes. Your patience is appreciated.

Public comments may also be submitted to Committee staff before the meeting by email or by voicemail. Comments submitted by email or voicemail will be included in the record of the meeting but will not be read or played aloud during the meeting.

For Additional Information, Please Contact:

John Cunningham
(925) 655-2915



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-2095

Agenda Date: 7/8/2024

Agenda #: 3.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: July 8, 2024

Subject: REVIEW Meeting Record for May 13, 2024, Transportation, Water, and Infrastructure Committee

Submitted For: TRANSPORTATION, WATER, & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: John Cunningham | DCD

Contact: John Cunningham (925) 655-2915

Referral History:

This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205(d) of the Contra Costa County Ordinance Code.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record.

SEE ATTACHMENT.

Recommendation(s)/Next Step(s):

APPROVAL of the attached Record of Action for the May 13, 2024, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A



Meeting Minutes - Draft

CONTRA COSTA COUNTY Transportation, Water & Infrastructure Committee

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Monday, May 13, 2024

9:30 AM

District 2 Office: 309 Diablo Rd.
Danville, CA 94526 |

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Suite 140,
Brentwood, CA 94513

ZOOM LINK

<https://cccounty-us.zoom.us/j/85061313447>

| Dial: 888-278-0254 |

ACCESS CODE: 198675

The public may attend this meeting in person at either above locations and/or remotely via call-in or ZOOM.

1. AGENDA ITEMS may be taken out of order based on the business of the day and preference of the Committee.
2. INTRODUCTIONS Call to order and roll call.

Staff Present: John Cunningham | TWIC Staff

Attendees: Raquel Caicedo, Maureen Toms, John Kopchik, Mark Watts, Jamar Stamps, Robert Sarmiento, Jody London, Will Nelson, Alicia Nuchols, Jerry Fahy, Jeff Valeros, Joe Smithonic, Steve Kowalewski, Angela Pak, Cheryl Sudduth, Emily Warming, Jennifer Quallick

*** NOTE: Staff noted the agenda items were out of sequence, the legislative report was moved up in order to accommodate the consultant's schedule.**

Present: Diane Burgis and Candace Andersen

3. PUBLIC COMMENT on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).

No Public Comment.

4. REVIEW meeting record for the April 8, 2024, Transportation, Water, and Infrastructure Committee.

Attachments: [Meeting Minutes](#)

The Committee unanimously ACCEPTED the May TWIC Meeting Record.

5. Report on Local, State, Regional, and Federal Transportation Related Legislative and

Planning Activities

Attachments: [NADTC Innovations - CCTA: Accessible Transportation MW-May Leg Report for TWIC.pdf](#)
[SB 1031 Text](#)
[SB1031 Term Sheet](#)
[SB 1031 Fact Sheet](#)
[CA Dept Of Tax & Fee Admin: CCC Active Taxes](#)
[Letter: Sen. Glazer to BOS Chair](#)
[BART SB 1031 Letter](#)
[Letter: SamTrans to Senate Transportation](#)
[Letter: Advocates to Authors](#)
[State Net Legislation report \(5-8-24\).pdf](#)

Staff REPORTED that the Contra Costa Transportation Authority received recognition from the National Aging and Disability Transportation Center for their leadership in accessible transportation.

The Committee discussed Senate Bill 1031 (Wiener) - Connect Bay Area ACT and DIRECTED staff to bring a "watch" position to the full Board of Supervisors. [Staff Note: the bill was subsequently paused by the author].

No Public Comment.

6. CONSIDER Fiscal Year 2024/2025 Road Maintenance and Rehabilitation Account Annual Project List for Unincorporated Contra Costa County

Attachments: [Attachment A Local Streets and Roads Project List](#)

Jeff Valeros of Public Works presented the proposed projects to be funded by the Road Maintenance and Rehabilitation Account (RMRA) under SB 1. The Committee discussed: the stability of gas tax revenue amidst the rise of electric vehicles, project funding for specific districts, and the status of Vasco Road safety projects. Staff acknowledged the need to address geographic distribution and suggested including links to Capital Road Improvement and Preservation Program (CRIPP) details in future reports.

The Committee DIRECTED staff to address comments and RECOMMENDED bringing the RMRA list to the Board of Supervisors' for approval including the revisions discussed.

No Public Comment.

7. RECEIVE staff report and RECOMMEND that the Board of Supervisors approve the submission of grant applications to the Active Transportation Program grant program for Cycle 7.

The Committee discussed the distribution of projects across Supervisorial Districts. Joe Smithonic (Public Works) explained the ATP requirements relative to disadvantaged communities, which are currently limited to North Richmond and Bay Point. The Committee suggested including an explanatory paragraph and a link to grant criteria to clarify the selection process and also recommended maintaining a record of past grant

applications by district to ensure transparency and equitable distribution of resources.

The Committee RECOMMENDED the Board of Supervisors approve the submission of grant applications to the Active Transportation Program (ATP) Grant Program for Cycle 7.

No Public Comment.

8. RECEIVE Status Report on the General Plan Update: Transportation Element

Attachments: [Chapter_5_Transportation-Element.pdf](#)
[2-22-24EnviroCoalitionGPComments.pdf](#)

Staff introduced the discussion on updating the Transportation element of the General Plan and emphasized a significant shift in planning philosophy from a focus solely on automobile transport to a more holistic approach that prioritizes safe, sustainable transportation options. Will Nelson (DCD), elaborated on this shift, highlighting updates such as new maps for multimodal networks, active transportation routes, and pedestrian priority areas.

The Committee raised concerns about removing references to Level of Service (LOS) analysis, advocating for its retention alongside Vehicle Miles Traveled (VMT) metrics to assess transportation impacts comprehensively, but agreed to maintain LOS references while enhancing clarity on its role within the broader planning framework. The Committee also discussed integrating economic development and job distribution priorities across the plan's various elements.

The Committee RECOMMENDED to incorporate the discussed feedback into the plan's revisions.

No Public Comment.

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

Attachments: [E-bikes Need More and Bigger Bike Lanes - The Santa Barbara Independent](#)
[CCTA: April 30 2024 RTPC Memo](#)
[New bill pushes Bay Area transit consolidation - San Mateo Daily Journal](#)
[AC Transit, and BART Announce Partnership to Modernize Paratransit Services](#)

Staff and the Committee acknowledged concerns about the growing need for additional eBike facilities and highlighted ongoing discussions with Carl Roner (PWD - Iron Horse Manager) regarding trail expansions, emphasizing the need to address congestion on popular routes like Iron Horse, the Delta de Anza, Ohlone Greenway, and CC Canal Trail. The Committee supported these efforts, advocating for energy-efficient transportation options and safe trail usage for diverse user groups, including families with strollers and children learning to bike.

The Committee ACCEPTED the report.

No Public Comment

Staff Note: In a subsequent exchange with EBRPD staff on the topic of accommodating electric vehicles on trails, the following resource was identified which includes recommendations for enhanced facility right-of-way and design:

NEXT GENERATION TRAILS

New Mobility Trends in Shared-Use Path Design and Management

https://altago.com/wp-content/uploads/Next-Generation-Trails-White-Paper_2020_-Alta.pdf

ADJOURN until the next Transportation, Water, & Infrastructure Committee meeting to be held on Monday, June 10, 2024 at 9:30am.

GENERAL INFORMATION

HOW TO PROVIDE PUBLIC COMMENT

For Additional Information Contact:

DRAFT



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-2096

Agenda Date: 7/8/2024

Agenda #: 4.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: July 8, 2024

Subject: East Contra Costa County Habitat & Conservation Plan Annual Report

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: 11

Referral Name: Monitor and report on the East Contra Costa County Habitat Conservation Plan

Presenter: Abigail Fateman | ECCCHCP - EXECUTIVE DIRECTOR

Contact: Abigail Fateman (925) 655-2908

Referral History:

Updates and reports on referrals to the Transportation, Water, and Infrastructure Committee are provided on an as needed/as available basis. TWIC referrals for 2024 can be found here:

<https://www.contracosta.ca.gov/DocumentCenter/View/83112/TWIC-Referrals-2024---Final-from-BOS?bidId=>>

Referral Update:

"Monitor and report on the East Contra Costa County Habitat Conservation Plan" is a standing referral to TWIC. The 2023 Annual Report from the East Contra Costa County Habitat Conservancy (ECCCHC) is attached.

ECCCHC staff will be present at the July Committee meeting to discuss the Annual Report and answer questions.

Recommendation(s)/Next Step(s):

RECEIVE 2023 Annual Report from the East Contra Costa County Habitat Conservancy, DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A



East Contra Costa County
Habitat Conservancy

**East Contra Costa County Habitat Conservation Plan/
Natural Community Conservation Plan**
Annual Report 2023

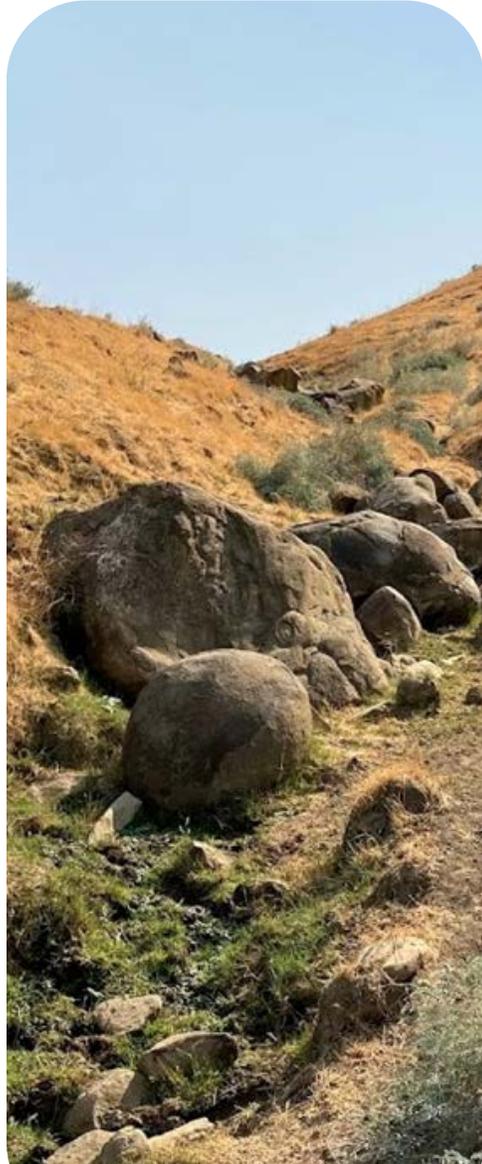


East Contra Costa County
Habitat Conservancy

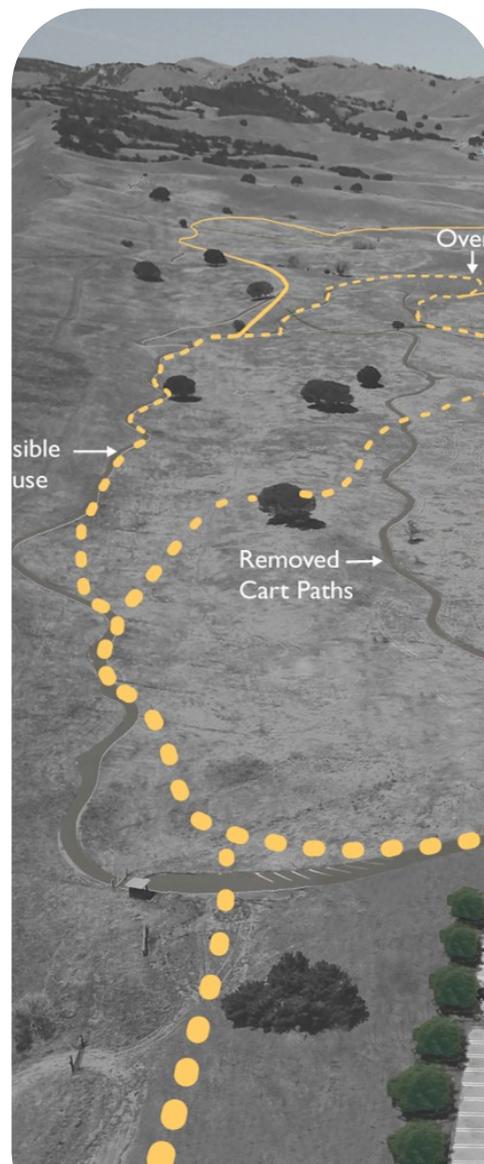
Permitting



Land Acquisition



Restoration



Preserve Management

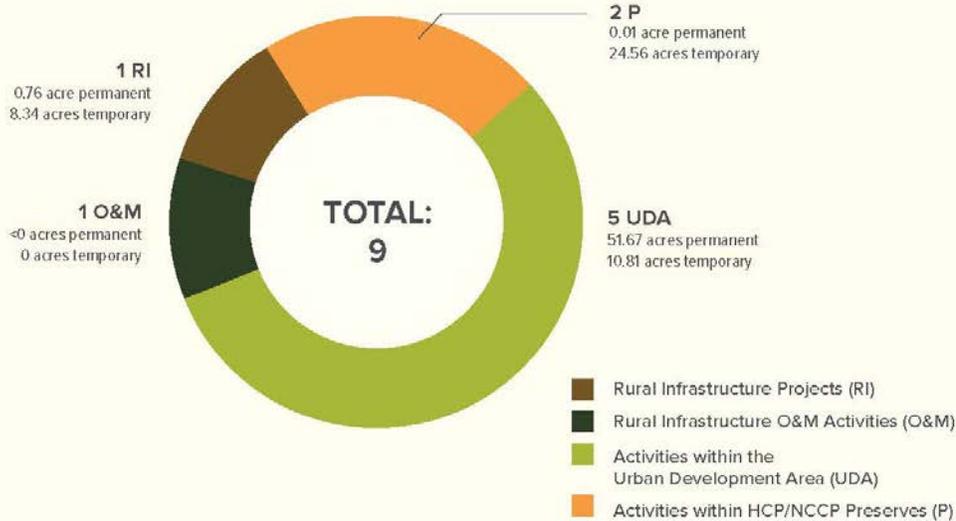


Monitoring & Research

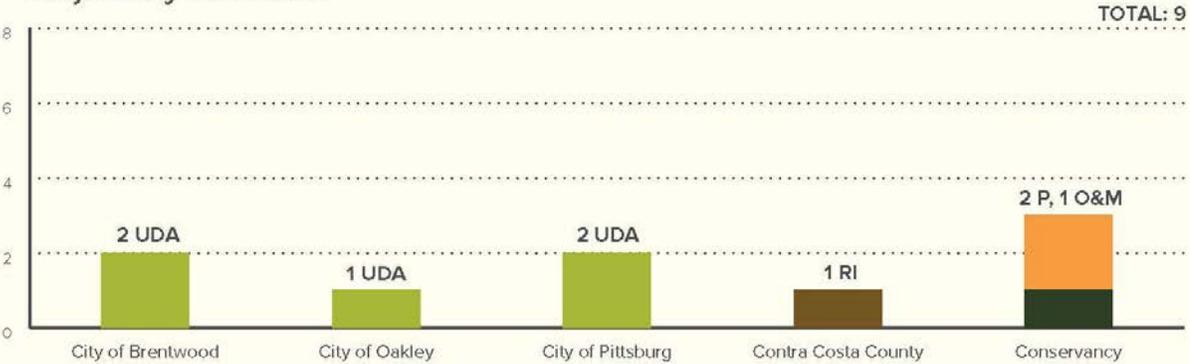


Permitting

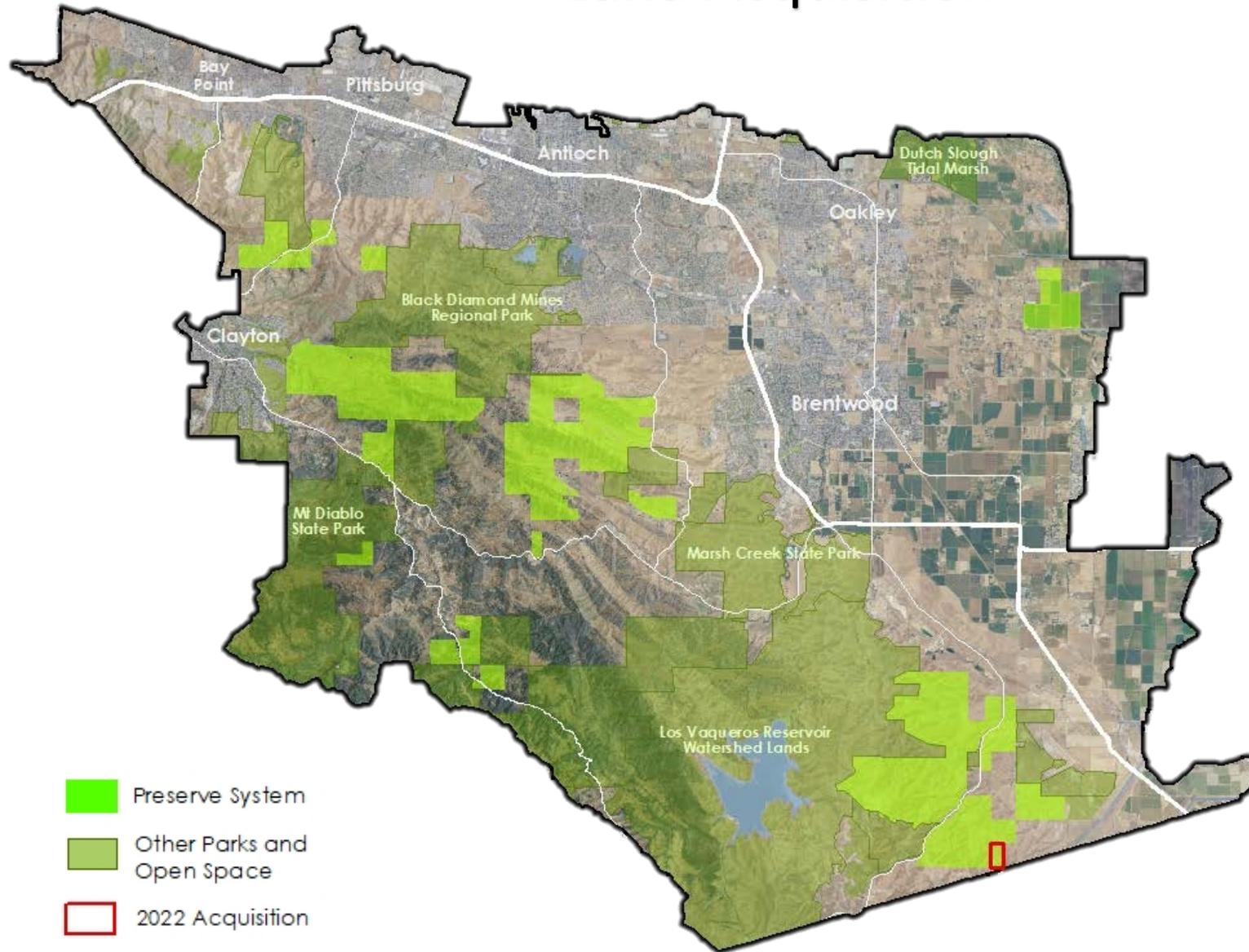
Projects by Project Type



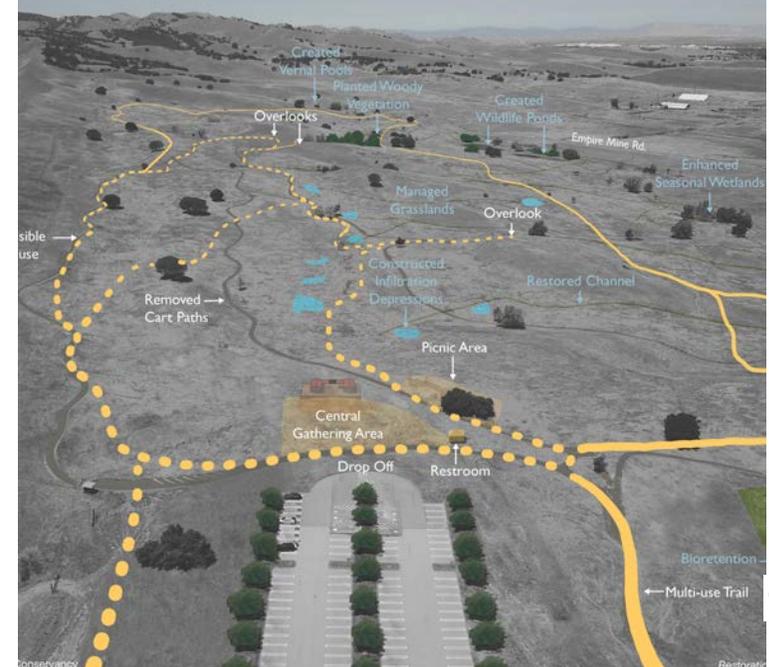
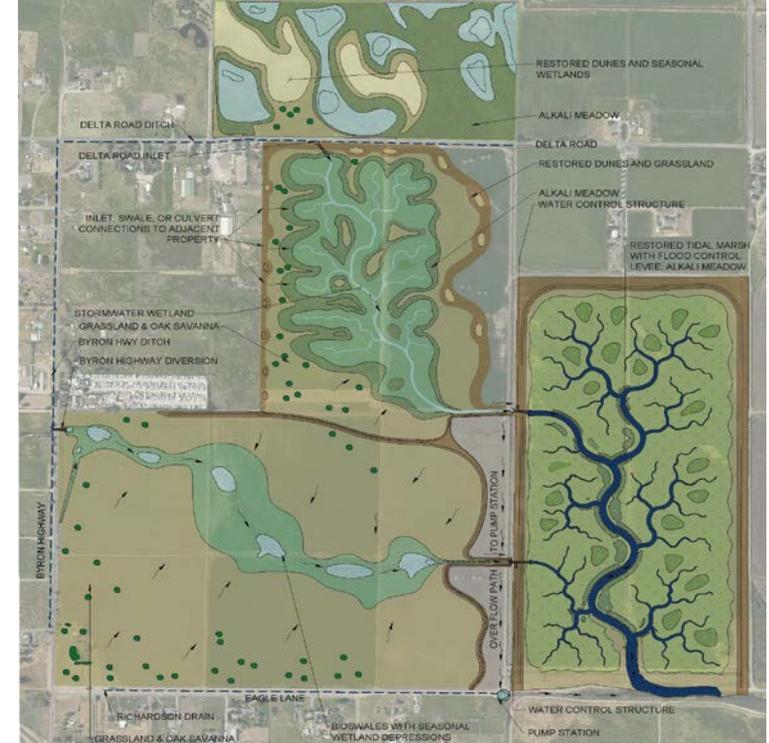
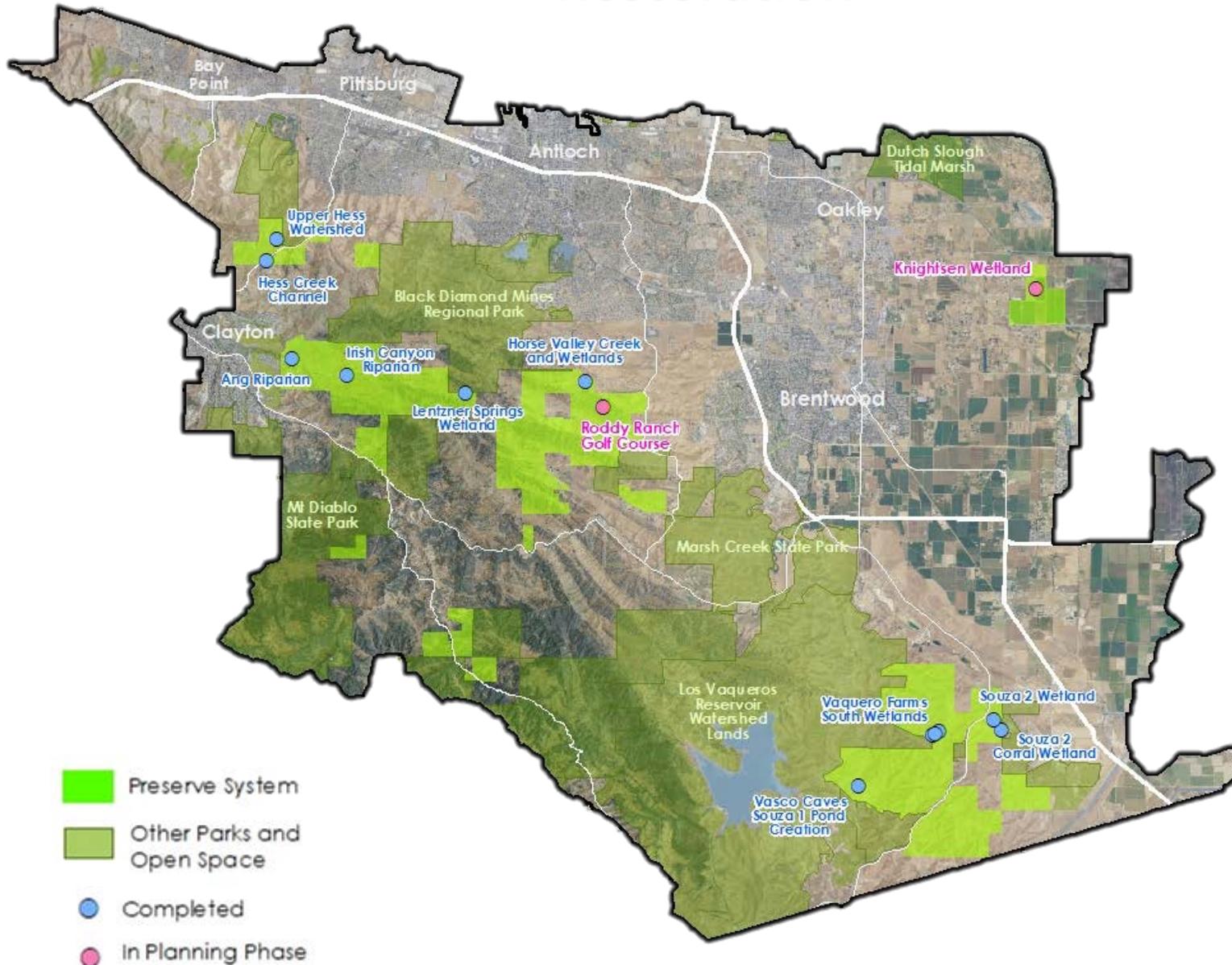
Projects by Permittee



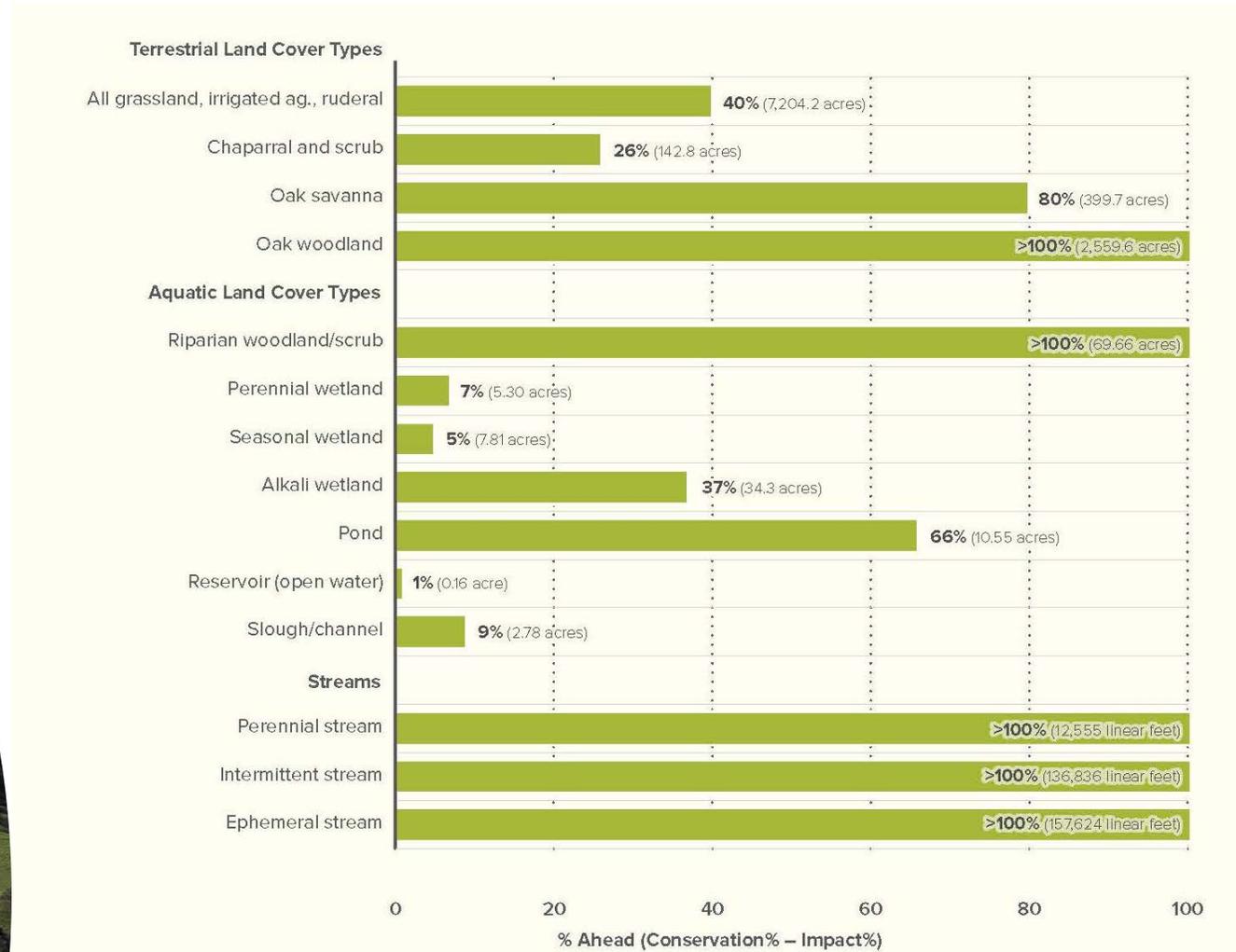
Land Acquisition



Restoration



Stay- Ahead Compliance



Preserve Management



Monitoring & Research

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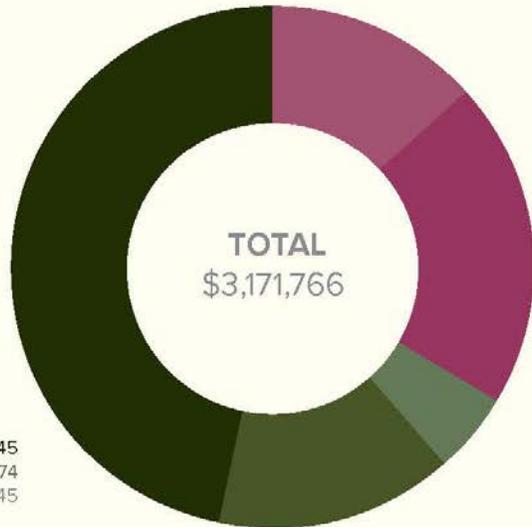
2023 Finances

Revenue

Fee Funding
\$2,112,265 / 66.6%

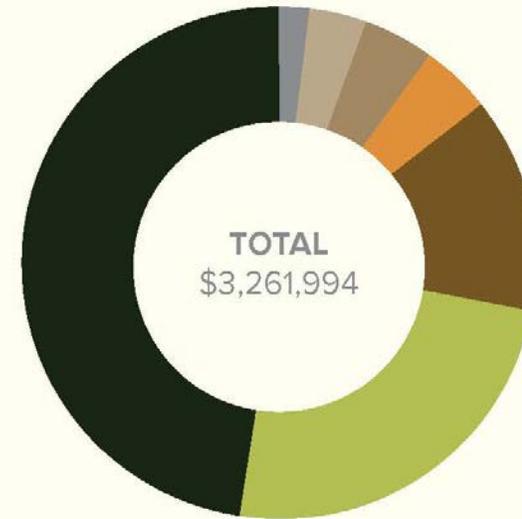
Non-Fee Funding
\$1,059,501 / 33.4%

Grants \$639,270
Other Revenue \$420,231



Development Fees \$1,485,545
Wetland Mitigation Fees \$466,174
Temporary Impact Fees \$160,545

Expenditure



■ Program Administration and Permitting Program \$1,220,352
 ■ Planning and Design \$634,215
 ■ Preserve Management and Maintenance \$345,119
 ■ Environmental Compliance \$118,187
 ■ Monitoring, Research, and Adaptive Management \$112,555
 ■ Habitat Restoration and Creation \$93,249
 ■ Land Acquisition \$44,277
 Contingency Fund \$0
 Remedial Measures \$0

Plan Administration

USACE In Lieu Fee Program
State and Federal Coalitions
Legislative Platform
Grants
Endowment
Permit Status and Term
Annual Fee Adjustments



A photograph of a rolling green hillside covered in numerous purple flowers, likely a species of aster or similar wildflower. The flowers are in various stages of bloom, with some showing white centers. The background shows a clear sky and distant hills.

The 2023 Annual Report can be found on the Habitat Conservancy's website under "Documents"

www.cocohcp.org/220/documents



East Contra Costa County
Habitat Conservancy

East Contra Costa County Habitat Conservation Plan/ Natural Community Conservation Plan

Annual Report 2023



East Contra Costa County
Habitat Conservancy

EAST CONTRA COSTA COUNTY HABITAT CONSERVANCY

30 Muir Road, Martinez, CA 94553

925-655-2909 | www.cocohcp.org

COVER PHOTO: *Briones Ridge, Stephen Joseph*

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Abbreviations

CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
Corps	U.S. Army Corps of Engineers
EBRPD	East Bay Regional Park District
ESA	federal Endangered Species Act
Conservancy	East Contra Costa County Habitat Conservancy
Plan or HCP/NCCP	East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan
HCP	habitat conservation plan
ILF	In-lieu fee
NCCP	natural community conservation plan
O&M	operations and maintenance
RGP	Regional General Permit
USFWS	U.S. Fish and Wildlife Service

Introduction

This document summarizes implementation activities undertaken in the 2023 calendar year (January 1, 2023, through December 31, 2023) and since the start of Plan implementation, detailing progress toward achieving the Plan's biological goals and objectives.

Note: Hydrological restoration monitoring follows the California water year; accordingly, those activities are tracked from October 1 through September 31, and the hydrological restoration monitoring data in this report are from the 2022–2023 water year.

Prepared by the East Contra Costa County Habitat Conservancy (Conservancy), this annual report summarizes implementation activities undertaken during the 2023 calendar year (January 1, 2023, through December 31, 2023) and cumulatively per the conditions of the ***East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan*** (HCP/NCCP or Plan).

The HCP/NCCP establishes a framework for regional conservation and development, providing for the protection of natural resources while streamlining the permitting process for take coverage of state and federally listed species and for mitigating impacts on sensitive habitats and resources.



Permits issued in 2007 by the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) allow the Permittees to comply with the federal Endangered Species Act (ESA) and California’s Endangered Species Act (CESA). The Plan’s Permittees are listed below:

- Contra Costa County
- Contra Costa County Flood Control and Water Conservation District
- City of Brentwood
- City of Clayton
- City of Oakley
- City of Pittsburg
- East Bay Regional Park District
- East Contra Costa County Habitat Conservancy

Over the 30-year permit term, impacts from the Plan’s covered activities are offset by the creation of a Preserve System managed for the benefit of 28 covered species, as well as the natural communities that they—and hundreds of other species—depend on for habitat. The Plan provides comprehensive species, wetlands, and ecosystem conservation and contributes to the recovery of endangered species in northern California. **Table 1** lists species covered by the Plan.

This HCP/NCCP allows for two development scenarios that are referred to as the *Initial Urban Development Area* and the *Maximum Urban Development Area*. Once the Initial Urban Development Area impact cap is exceeded, the Conservancy will be working under the second scenario, the Maximum Urban Development Area. These scenarios have different levels of required protection and restoration. In this report, the Maximum Urban Development Area scenario is represented in the tables and figures when applicable, although the Conservancy currently operates under the Initial Urban Development Area scenario.

Table 1. Covered Species of the Plan

Common Name ^a	Scientific Name	Status—State/CNPS ^{b,c}	Status—Federal ^d
Mammals			
Townsend's western big-eared bat	<i>Corynorhinus townsendii townsendii</i>	CSC	—
San Joaquin kit fox	<i>Vulpes macrotus mutica</i>	ST	FE
Birds			
Tricolored blackbird	<i>Agelaius tricolor</i>	CSC-1	—
Golden eagle	<i>Aquila chrysaetos</i>	FP	BGPA
Western burrowing owl	<i>Athene cunicularia hypugea</i>	CSC-1	—
Swainson's hawk	<i>Buteo swainsoni</i>	ST	—
Reptiles			
Silvery legless lizard	<i>Anniella pulchra pulchra</i>	CSC	—
Alameda whipsnake	<i>Masticophis lateralis euryxanthus</i>	ST	FT
Giant garter snake	<i>Thamnophis gigas</i>	ST	FT
Western pond turtle	<i>Clemmys marmorata</i>	CSC	FP
Amphibians			
California tiger salamander	<i>Ambystoma californiense</i>	CSC	FT
California red-legged frog	<i>Rana aurora draytonii</i>	—	FT
Foothill yellow-legged frog	<i>Rana boylei</i>	CSC	FT
Invertebrates			
Longhorn fairy shrimp	<i>Branchinecta longiantenna</i>	—	FE
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	—	FT
Midvalley fairy shrimp	<i>Branchinecta mesovallensis</i>	—	—
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	—	FE
Plants			
Mount Diablo manzanita	<i>Arctostaphylos auriculata</i>	1B	—
Brittlescale	<i>Atriplex depressa</i>	1B	—
San Joaquin spearscale	<i>Atriplex joaquiniana</i>	1B	—
Big tarplant	<i>Blepharizonia plumosa</i>	1B	—
Mount Diablo fairy lantern	<i>Calochortus pulchellus</i>	1B	—
Recurved larkspur	<i>Delphinium recurvatum</i>	1B	—
Round-leaved filaree	<i>Erodium macrophyllum</i>	1B	—
Diablo helianthella	<i>Helianthella castanea</i>	1B	—
Brewer's dwarf flax	<i>Hesperolinon breweri</i>	1B	—
Showy madia	<i>Madia radiata</i>	1B	—
Adobe navarretia	<i>Navarretia nigelliformis</i> ssp. <i>nigelliformis</i>	—	—

Notes

a The Conservancy completed a CEQA species analysis that indicates that conservation actions completed as part of the HCP/NCCP will have a beneficial (or neutral) impact on all species of concern found in the Plan area:
<https://www.cocohcp.org/265/Other-Documents>

- b State Status**
- ST State Listed as Threatened
 - CSC California Special Concern Species
 - CSC-1 Bird Species of Special Concern; First Priority
 - FP Fully Protected

c California Native Plant Society (CNPS)

- 1B Rare, Threatened, or Endangered in California and Elsewhere

- d Federal Status**
- FE Federally Listed as Endangered
 - FP Proposed for Listing
 - FT Federally Listed as Threatened
 - BGPA Bald and Golden Eagle Protection Act

Covered Activities

This section describes covered activities and their impacts on land cover types and covered plants.

The Plan allows incidental take coverage for the following covered activities:

- Rural infrastructure projects
- Rural infrastructure operations and maintenance (O&M) projects
- Activities within the HCP/NCCP Preserves
- Activities within the Urban Development Area

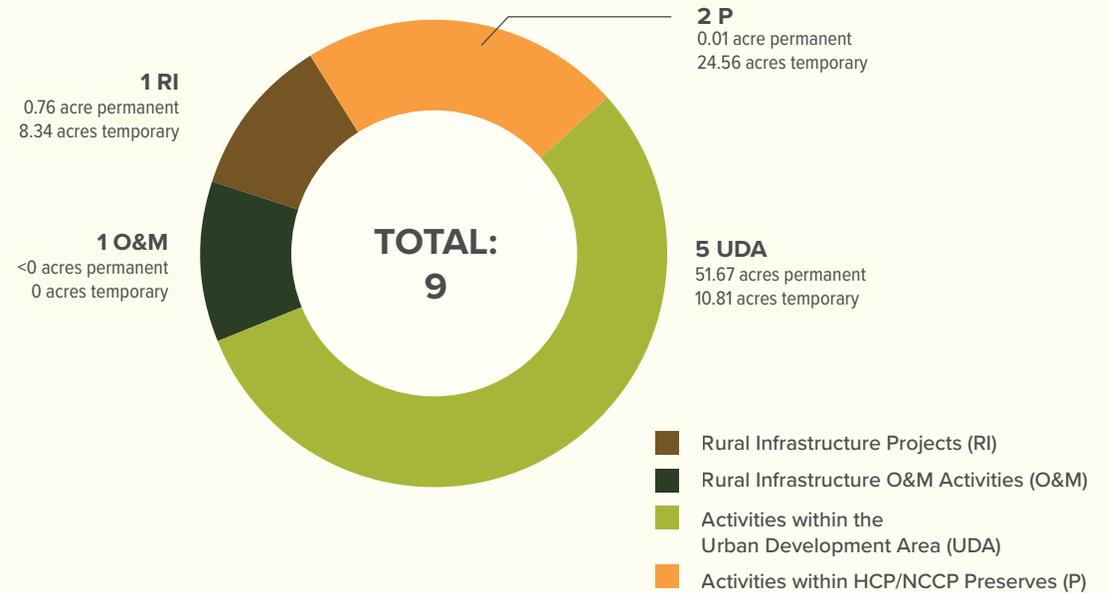
Figure 1 and **Tables 2–4** summarize covered activities undertaken during the reporting period and since Plan inception. **Figures 2 and 3** and **Tables 5–7** quantify impacts associated with these covered activities.



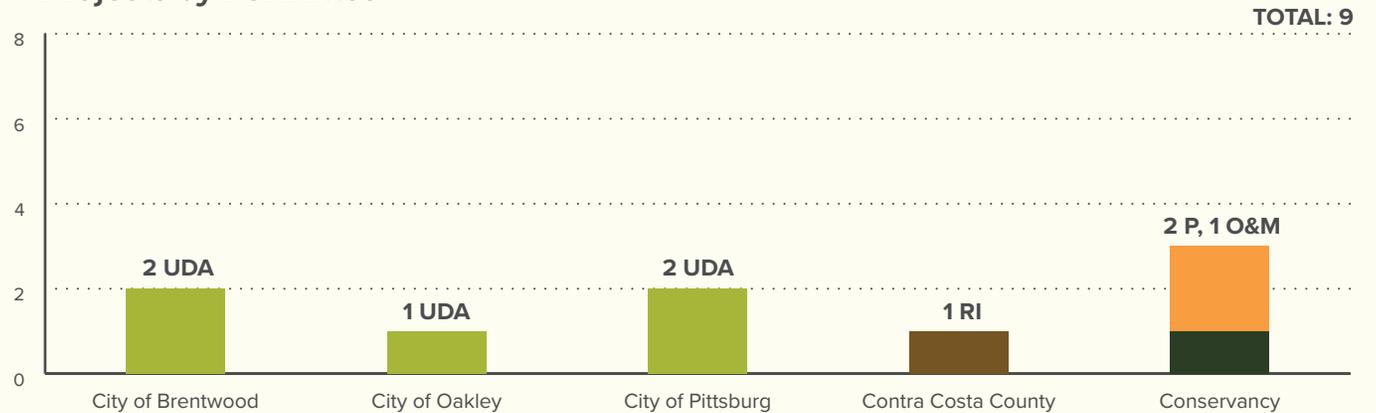
Figure 1. Covered Activities by Activity Type and Permittee—Reporting Period

A total of nine activities received permit coverage during the reporting period: five in the Urban Development Area, one rural infrastructure O&M activity, one rural infrastructure project, and two activities within the HCP/NCCP Preserves.

Projects by Project Type

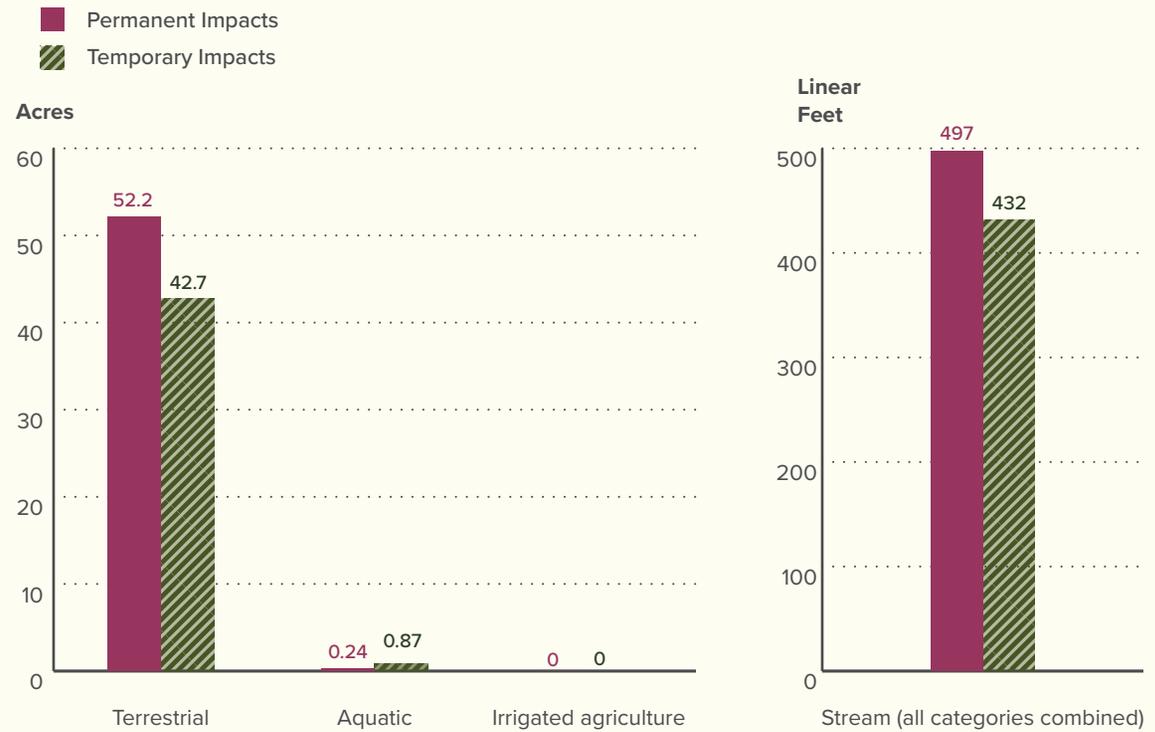


Projects by Permittee



The nine projects undertaken during the reporting period resulted in 42.7 acres temporary impacts and 52.2 acres permanent impacts on terrestrial land cover, 432 linear feet temporary impacts on streams (20 linear feet of perennial stream and 412 linear feet intermittent streams), and 497 linear feet permanent impacts on streams (11 linear feet of perennial stream and 486 linear feet intermittent streams). No ephemeral streams were impacted.

Figure 2. Land Cover Impacts by Land Cover Type—Reporting Period



Cumulative permanent land cover impacts total 1,349.6 acres, and temporary impacts on land cover total 800.1 acres. In total, the majority of permanent stream impacts have been on intermittent streams, while temporary impacts have occurred in equal measure on perennial and intermittent streams.

Figure 3. Land Cover Impacts by Land Cover Type—Cumulative

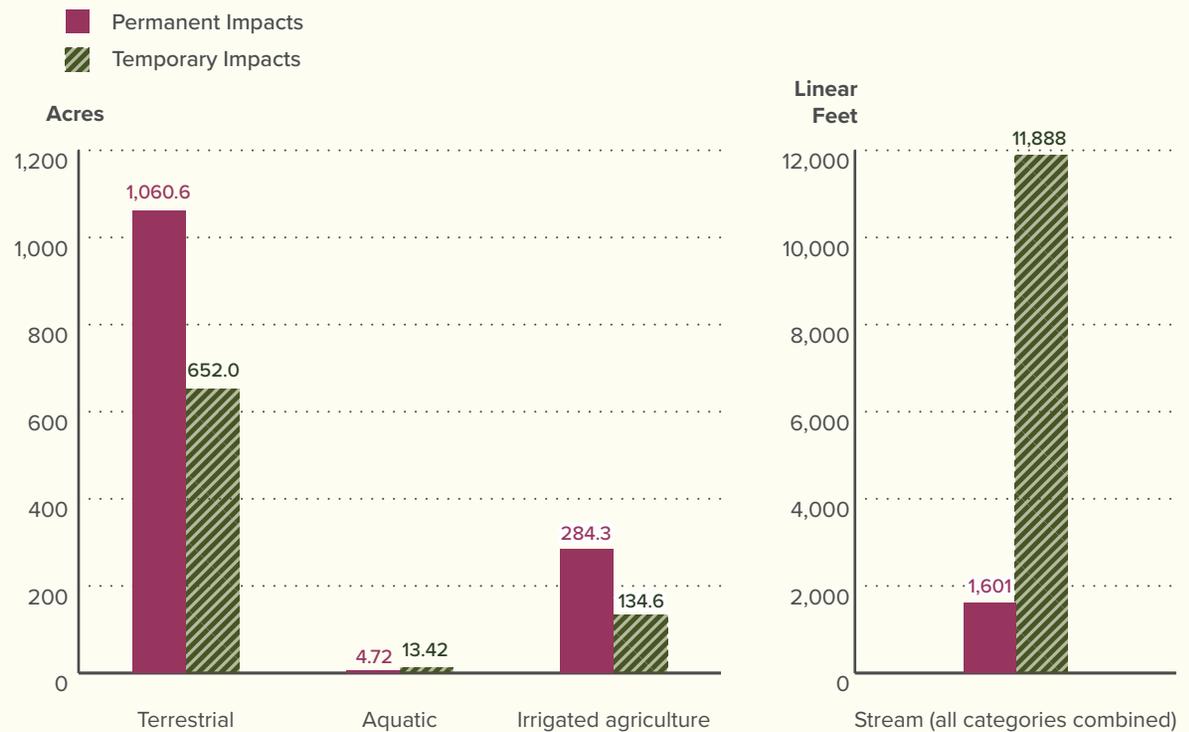


Table 2. Reporting Period Summary of Covered Activities

Project Name	Covered By	Project Type	Location	Description	Permanent Impacts (acres)	Temporary Impacts (acres)
Marsh Creek Road Bridges Replacement Project, Bridges 143 and 145	Contra Costa County	Rural Infrastructure Projects	Unincorporated Antioch/Brentwood area	Replacement of two bridges on Marsh Creek Road to meet current design standards	0.8	8.3
Sand Creek Roadway Extension Phase 1 Project	City of Brentwood	Activities within the Urban Development Area	Southeast of the intersection of Old Sand Creek Road and Heidorn Ranch Road, Brentwood	Extension of Sand Creek Road from the westerly existing terminus at SR 4, across Sand Creek, to Heidorn Ranch Road	3.3	1.9
Orchard Grove (Adams Lane)/ Subdivision 9535	City of Brentwood	Activities within the Urban Development Area	1801 Lone Oak Road, Brentwood	Construction of a 51-lot residential subdivision	16.5	<0.1
Machado Lane Subdivision 9615	City of Oakley	Activities within the Urban Development Area	West side of Machado Lane and south of Cypress Road, Oakley	Construction of a 76-lot residential subdivision	19.9	—
Americana Park Storm Water Bypass Channel	City of Pittsburg	Activities within the Urban Development Area	North Parkside Drive at Power Ave, Pittsburg	Construction of a new flood control channel	0.1	8.9
Solar RV/Boat Storage	City of Pittsburg	Activities within the Urban Development Area	3478 Pittsburg-Antioch Highway, Pittsburg	Construction of a solar RV/boat storage facility	12.0	—
Civic Rancho Meadows Livestock Water Project	ECCC Habitat Conservancy	Activities within the HCP/NCCP Preserves	6301 Chadbourne Road, Unincorporated Contra Costa County	Installation of a water tank and trough to be used by cattle grazing on the Civic Rancho Meadows Preserve property	<0.1	0.1
Nunn Property Maintenance: Ditch Cleaning	ECCC Habitat Conservancy	Activities within the HCP/NCCP Preserves	South of Delta Road, east of Byron Highway, north of Eagle Lane	Maintenance and cleaning of agricultural ditches and replacement of two culverts	—	24.5
T Mobile PL266 Roddy Ranch (Site No: BA01266A)	ECCC Habitat Conservancy	Rural Infrastructure O&M Activities	1 Tour Way, Antioch	Modification of existing telecommunications site	<0.1	—
Total					52.4	43.7

Note

Numbers in tables may not sum to the total due to rounding.

Table 3. Reporting Period Summary of Natural Community and Landscape-Level Conditions on Covered Activities by Project

Project Name	Conservation Measures										
	2.11	2.12	1.6	1.7	1.8	1.9	1.10	1.11	1.12	1.13	1.14
Marsh Creek Road Bridges Replacement Project, Bridges 143 and 145		•						•			•
Sand Creek Roadway Extension Phase 1 Project		•					•	•			
Orchard Grove (Adams Lane)/ Subdivision 9535		•					•	•			
Machado Lane Subdivision 9615							•	•			
Americana Park Storm Water Bypass Channel		•					•	•			
Solar RV/Boat Storage		•					•	•			
Civic Rancho Meadows Livestock Water Project		•						•			
Nunn Property Maintenance: Ditch Cleaning		•						•		•	
T Mobile PL266 Roddy Ranch (Site No: BA01266A)								•			

Conservation Measures

- 2.11 Enhance Cultivated Agricultural Lands to Benefit Covered Species
- 2.12 Wetland, Pond, and Stream Avoidance and Minimization Measures
- 1.6 Minimize Development Footprint Adjacent to Open Space
- 1.7 Establish Stream Setbacks
- 1.8 Establish Fuel Management Buffer to Protect Preserves and Property
- 1.9 Urban-Wildland Interface Design Elements
- 1.10 Maintain and Improve Hydrologic Conditions and Minimize Erosion
- 1.11 Avoid Direct Impacts on Extremely Rare Plants or Fully Protected Wildlife Species
- 1.12 Implement Best Management Practices for Rural Road Maintenance
- 1.13 Implement Best Management Practices for Flood Control Facility Operations and Maintenance
- 1.14 Design Requirements for Covered Roads outside Urban Development Area

Table 4. Reporting Period Summary of Species-Level Conditions on Covered Activities by Project

Project Name	Townsend's Big-Eared Bat				San Joaquin Kit Fox				Golden Eagle				Western Burrowing Owl				Swainson's Hawk				Giant Garter Snake				California Tiger Salamander				California Red-Legged Frog				Covered Shrimp							
	PS	PCS	AMM	CM	PS	PCS	AMM	CM	PS	PCS	AMM	CM	PS	PCS	AMM	CM	PS	PCS	AMM	CM	PS	PCS	AMM	CM	PS	PCS	AMM	CM	PS	PCS	AMM	CM	PS	PCS	AMM	CM				
Marsh Creek Road Bridges Replacement Project, Bridges 143 and 145	•	•			•	•			•	•	•		•	•			•	•			•	•			•	•			•	•			•	•			•	•		
Sand Creek Roadway Extension Phase 1 Project					•	•			•	•	•		•	•			•	•			•	•			•	•			•	•			•	•						
Orchard Grove (Adams Lane)/ Subdivision 9535									•	•			•	•			•	•			•	•			•	•			•	•										
Machado Lane Subdivision 9615									•	•			•	•			•	•			•	•			•	•			•	•										
Americana Park Storm Water Bypass Channel									•	•			•	•			•	•			•	•			•	•			•	•										
Solar RV/Boat Storage													•	•			•	•			•	•			•	•							•	•	•					
Civic Rancho Meadows Livestock Water Project					•	•			•	•			•	•			•	•			•	•			•	•			•	•										
Nunn Property Maintenance: Ditch Cleaning									•	•			•	•			•	•			•	•			•	•			•	•			•	•						
T Mobile PL266 Roddy Ranch (Site No: BA01266A)					•	•			•	•			•	•			•	•			•	•			•	•			•	•			•	•						

Project Name	Alkali Milkvetch		Big Tarplant		Brewers Dwarf Flax		Contra Costa Goldfields		Diamond-Petaled Poppy		Large-Flowered Fiddleneck		Mount Diablo Buckwheat		Round-Leaved Filaree		Showy Madia		Adobe Navarretia		Brittlescale		San Joaquin Spearscale		Diablo Helianthella		Caper Fruited Tropido-carpum		Mount Diablo Fairy-Lantern		Mount Diablo Manzanita		Recurved Larkspur							
	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS	PS	PCS						
Marsh Creek Road Bridges Replacement Project, Bridges 143 and 145	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Sand Creek Roadway Extension Phase 1 Project	•	•															•	•																						
Orchard Grove (Adams Lane)/ Subdivision 9535																																								
Machado Lane Subdivision 9615																																								
Americana Park Storm Water Bypass Channel	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Solar RV/Boat Storage																																								
Civic Rancho Meadows Livestock Water Project	•	•	•	•	•	•			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Nunn Property Maintenance: Ditch Cleaning	•	•							•	•							•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•					•	•		
T Mobile PL266 Roddy Ranch (Site No: BA01266A)									•	•							•	•																						

Abbreviations
 AMM Avoidance and minimization measures
 CM Construction monitoring
 PS Planning surveys
 PCS Pre-construction surveys

Table 5. Summary of Impacts on Land Cover Types—Reporting Period and Cumulative (acres, unless noted)

Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Terrestrial				
Annual grassland	0.4	33.3	137.4	291.9
Alkali grassland	0.0	0.8	0.8	4.0
Ruderal	51.6	7.4	920.9	348.4
Chaparral and scrub	0.0	0.0	0.6	1.7
Oak savanna	0.0	0.0	0.1	2.5
Oak woodland	0.2	1.2	0.9	3.5
<i>Subtotal terrestrial</i>	<i>52.2</i>	<i>42.7</i>	<i>1,060.6</i>	<i>652.0</i>
Aquatic				
Riparian woodland/scrub	0.14	0.50	1.37	2.68
Perennial wetland ^a	0.00	0.04	0.08	0.77
Seasonal wetland	0.00	0.00	1.88	4.11
Alkali wetland	0.00	0.00	0.15	1.00
Pond	0.10	0.00	0.12	0.11
Reservoir (open water) ^b	0.00	0.00	0.47	4.14
Slough/channel	0.00	0.33	0.65	0.61
<i>Subtotal aquatic</i>	<i>0.24</i>	<i>0.87</i>	<i>4.72</i>	<i>13.42</i>
Stream length by width category				
< 25 feet wide	0	0	707	6,719
> 25 feet wide	497	432	894	5,170
Stream length by type and order				
Perennial	11	20	182	4,717
Intermittent	486	412	1,121	4,923
Ephemeral, 3rd or higher order	0	0	0	225
Ephemeral, 1st or 2nd order	0	0	298	2,024
<i>Subtotal stream length</i>	<i>497</i>	<i>432</i>	<i>1,601</i>	<i>11,888</i>
Irrigated agriculture				
Cropland	0.0	0.0	168.6	33.4
Pasture	0.0	0.0	40.3	93.8
Orchard	0.0	0.0	14.5	0.2
Vineyard	0.0	0.0	61.0	7.2
<i>Subtotal irrigated agricultural</i>	<i>0.0</i>	<i>0.0</i>	<i>284.3</i>	<i>134.6</i>
Totals (excludes subtypes)				
Acres	52.4	43.6	1,349.6	800.1
Linear feet	497	432	1,601	11,888

Notes

Numbers in tables may not sum to the total due to rounding.

a Perennial wetlands are equivalent to permanent wetlands.

b Reservoir (open water) is equivalent to aquatic.

c Cumulative impact acreages and linear feet may differ slightly from previous years due to refinements to the data tracking system.

Table 6. Impacts on Aquatic Land Cover Types and Streams by Watershed/Basin—Reporting Period and Cumulative

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Brushy				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.01	0.12
Seasonal wetland	0	0	0.00	0.00
Alkali wetland	0	0	0.02	0.63
Pond	0	0	0.02	0.03
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.01
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.04</i>	<i>0.79</i>
Stream (linear feet)				
Total stream length	0	0	132	510
Stream length by width category				
< 25 feet wide	0	0	110	392
> 25 feet wide	0	0	22	118
Stream length by type and order				
Perennial	0	0	56	283
Intermittent	0	0	0	0
Ephemeral, 3rd or higher order	0	0	0	131
Ephemeral, 1st or 2nd order	0	0	76	96
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>132</i>	<i>510</i>
Clifton Court Forebay				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.00	0.00
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>
Stream (linear feet)				
Total stream length	0	0	47	112
Stream length by width category				
< 25 feet wide	0	0	0	0
> 25 feet wide	0	0	47	112
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	47	112
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>47</i>	<i>112</i>

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Deer				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.00	0.00
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>
Stream (linear feet)				
Total stream length	0	0	12	43
Stream length by width category				
< 25 feet wide	0	0	0	15
> 25 feet wide	0	0	12	28
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	12	43
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>12</i>	<i>43</i>
East Antioch				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.00	0.03
Seasonal wetland	0	0	0.00	0.07
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.00</i>	<i>0.09</i>
Stream (linear feet)				
Total stream length	0	0	0	12
Stream length by width category				
< 25 feet wide	0	0	0	12
> 25 feet wide	0	0	0	0
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	0	12
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>12</i>

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
East County Drainages				
Aquatic (acres)				
Riparian woodland/scrub	0	0.11	0.42	0.31
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.47	1.57
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.34	3.35
Slough/channel (includes stream)	0	0.33	0.58	0.40
<i>Subtotal aquatic</i>	<i>0.00</i>	<i>0.45</i>	<i>1.81</i>	<i>5.63</i>
Stream (linear feet)				
Total stream length	0	0	0	0
Stream length by width category				
< 25 feet wide	0	0	0	0
> 25 feet wide	0	0	0	0
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	0	0
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Kellogg				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.05	0.31
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.29	0.01
Alkali wetland	0	0	0.00	0.11
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.07	0.14
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.41</i>	<i>0.57</i>
Stream (linear feet)				
Total stream length	0	0	6	440
Stream length by width category				
< 25 feet wide	0	0	0	440
> 25 feet wide	0	0	6	0
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	6	0
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	440
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>6</i>	<i>440</i>

Table continues on following page

Table 6. Impacts on Aquatic Land Cover Types and Streams by Watershed—Reporting Period and Cumulative (continued)

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Kirker				
Aquatic (acres)				
Riparian woodland/scrub	0	0.00	0.05	0.27
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.00	0.00
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0.00</i>	<i>0.05</i>	<i>0.27</i>
Stream (linear feet)				
Total stream length	0	0	0	45
Stream length by width category				
< 25 feet wide	0	0	0	45
> 25 feet wide	0	0	0	0
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	0	35
Ephemeral, 3rd or higher order	0	0	0	10
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>45</i>
Lower Marsh				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.04
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.00	0.00
Alkali wetland	0	0	0.13	0.24
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.13	0.79
Slough/channel (includes stream)	0	0	0.00	0.06
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.26</i>	<i>1.13</i>
Stream (linear feet)				
Total stream length	11	20	44	4,680
Stream length by width category				
< 25 feet wide	0	0	0	586
> 25 feet wide	11	20	44	4,094
Stream length by type and order				
Perennial	11	20	11	4,231
Intermittent	0	0	33	365
Ephemeral, 3rd or higher order	0	0	0	84
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>11</i>	<i>20</i>	<i>44</i>	<i>4,680</i>

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Lower Mt. Diablo				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.00	0.00
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>
Stream (linear feet)				
Total stream length	0	0	193	0
Stream length by width category				
< 25 feet wide	0	0	193	0
> 25 feet wide	0	0	0	0
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	0	0
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	193	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>193</i>	<i>0</i>
Oakley				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.98	0.00
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.98</i>	<i>0.00</i>
Stream (linear feet)				
Total stream length	0	0	0	0
Stream length by width category				
< 25 feet wide	0	0	0	0
> 25 feet wide	0	0	0	0
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	0	0
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Sand				
Aquatic (acres)				
Riparian woodland/scrub	0.07	0.01	0.37	0.74
Perennial wetland ^a	0	0	0.04	0.57
Seasonal wetland	0	0	0.02	2.37
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0.07</i>	<i>0.01</i>	<i>0.43</i>	<i>3.68</i>
Stream (linear feet)				
Total stream length	106	42	401	3,681
Stream length by width category				
< 25 feet wide	0	0	295	3,639
> 25 feet wide	106	42	106	42
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	106	42	401	3,681
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>106</i>	<i>42</i>	<i>401</i>	<i>3,681</i>
Upper Marsh				
Aquatic (acres)				
Riparian woodland/scrub	0.07	0.39	0.41	1.00
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.06	0.03
Alkali wetland	0	0	0.00	0.00
Pond	0.10	0	0.11	0.08
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0.17</i>	<i>0.39</i>	<i>0.59</i>	<i>1.10</i>
Stream (linear feet)				
Total stream length	380	300	679	1,651
Stream length by width category				
< 25 feet wide	0	0	58	978
> 25 feet wide	380	300	621	673
Stream length by type and order				
Perennial	0	0	93	191
Intermittent	380	300	557	556
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	29	904
<i>Subtotal stream length</i>	<i>380</i>	<i>300</i>	<i>679</i>	<i>1,651</i>

Table continues on following page

Table 6. Impacts on Aquatic Land Cover Types and Streams by Watershed—Reporting Period and Cumulative (continued)

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Upper Mt. Diablo				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.02	0.02
Seasonal wetland	0	0	0.01	0.00
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.02</i>	<i>0.02</i>
Stream (linear feet)				
Total stream length	0	0	22	53
Stream length by width category				
< 25 feet wide	0	0	22	53
> 25 feet wide	0	0	0	0
Stream length by type and order				
Perennial	0	0	22	12
Intermittent	0	0	0	0
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	41
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>22</i>	<i>53</i>
West Antioch				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.00	0.00
Perennial wetland ^a	0	0	0.00	0.00
Seasonal wetland	0	0	0.00	0.00
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>
Stream (linear feet)				
Total stream length	0	0	8	10
Stream length by width category				
< 25 feet wide	0	0	8	10
> 25 feet wide	0	0	0	0
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	0	8	10
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	0
<i>Subtotal stream length</i>	<i>0</i>	<i>0</i>	<i>8</i>	<i>10</i>

Watershed/Basin and Land Cover Type	Reporting Period		Cumulative ^c	
	Permanent Impacts	Temporary Impacts	Permanent Impacts	Temporary Impacts
Willow				
Aquatic (acres)				
Riparian woodland/scrub	0	0	0.08	0.02
Perennial wetland ^a	0	0.04	0.02	0.04
Seasonal wetland	0	0	0.04	0.06
Alkali wetland	0	0	0.00	0.00
Pond	0	0	0.00	0.00
Reservoir (open water) ^b	0	0	0.00	0.00
Slough/channel (includes stream)	0	0	0.00	0.00
<i>Subtotal aquatic</i>	<i>0.00</i>	<i>0.04</i>	<i>0.14</i>	<i>0.12</i>
Stream (linear feet)				
Total stream length	0	70	57	652
Stream length by width category				
< 25 feet wide	0	0	21	549
> 25 feet wide	0	70	36	103
Stream length by type and order				
Perennial	0	0	0	0
Intermittent	0	70	57	109
Ephemeral, 3rd or higher order	0	0	0	0
Ephemeral, 1st or 2nd order	0	0	0	543
<i>Subtotal stream length</i>	<i>0</i>	<i>70</i>	<i>57</i>	<i>652</i>
Total				
Aquatic (acres)				
Riparian woodland/scrub	0.14	0.50	1.37	2.68
Perennial wetland ^a	0.00	0.04	0.08	0.77
Seasonal wetland	0.00	0.00	1.88	4.11
Alkali wetland	0.00	0.00	0.15	0.98
Pond	0.11	0.00	0.13	0.11
Reservoir (open water) ^b	0.00	0.00	0.47	4.14
Slough/channel (includes stream)	0.00	0.33	0.65	0.61
Total aquatic	0.25	0.87	4.73	13.39
Stream (linear feet)				
Total stream length	497	432	1,601	11,848
Stream length by width category				
< 25 feet wide	0	0	707	6,719
> 25 feet wide	497	432	894	5,170
Stream length by type and order				
Perennial	11	20	182	4,717
Intermittent	486	412	1,121	4,923
Ephemeral, 3rd or higher order	0	0	0	225
Ephemeral, 1st or 2nd order	0	0	298	2,024
Total stream length	497	432	1,601	11,888

Notes

- Numbers in tables may not sum to the total due to rounding.
- a Perennial wetlands are equivalent to permanent wetlands.
- b Reservoir (open water) is equivalent to aquatic.
- c Cumulative impact acreages and linear feet may differ slightly from previous years due to refinements to the data tracking system.

Table 7. Reporting Period and Cumulative Impacts on Covered Plants

Common Name	Scientific Name	Known Occurrences that May Be Removed by Covered Activities ^a	Impacts (occurrences)	
			Reporting Period	Cumulative
Mount Diablo manzanita	<i>Arctostaphylos auriculata</i>	0	—	0
Brittlescale	<i>Atriplex depressa</i>	1	—	0
San Joaquin spearscale	<i>Atriplex joaquiniana</i>	0	—	1 ^b
Big tarplant	<i>Blepharizonia plumosa</i>	1	—	0
Mount Diablo fairy lantern	<i>Calochortus pulchellus</i>	0	—	0
Recurved larkspur	<i>Delphinium recurvatum</i>	1	—	0
Round-leaved filaree	<i>Erodium macrophyllum</i>	2	—	— ^c
Diablo helianthella	<i>Helianthella castanea</i>	0	—	0
Brewer's dwarf flax	<i>Hesperolinon breweri</i>	0	—	0
Showy madia	<i>Madia radiata</i>	0	—	0
Adobe navarretia	<i>Navarretia nigelliformis</i> ssp. <i>nigelliformis</i>	1	—	0
Total		6	0	1

Notes

- a This column provides the limit of impacts, by number of occurrences, on plant species allowable under the HCP/NCCP per HCP/NCCP Table 5-20.
- b Vasco Road Safety Phase 1 Project population was translocated to the Souza II Preserve property in 2011; however, the population did not survive. See Table 10 for conservation efforts. The Conservancy is working on establishing a new population.
- c Temporary impacts occurred to round-leaved filaree as part of the PG&E Contra Costa Las Positas Project (2009). The soil was protected from disturbance, the site was returned to pre-project conditions, seeds collected on site were propagated, and monitoring reports document that round-leaved filaree persists onsite and is as abundant as it was before the project.

Land Acquisition

This section documents properties acquired for the Preserve System during the reporting period. It also tracks impacts and land acquisition across the Preserve System.

Habitat Conserved

There were no new land acquisitions during the reporting period. The Plan's Preserve System stands at 43 properties encompassing over 14,400 acres of land, approximately 12,700 acres of which are credited toward the Plan's acquisition and preservation requirements. All but one of the acquisitions were completed in partnership with the East Bay Regional Park District (EBRPD), a Permittee of the Plan. EBRPD owns these properties and, together with the Conservancy, manages the Preserve System lands. **Figure 4** shows the current Preserve System.

Preservation Achieved

Figure 5 shows progress toward assembling the Preserve System. **Table 8** summarizes natural community protection, restoration, and creation by land cover type. **Table 9** shows the progress towards fulfilling preservation requirements for jurisdictional wetlands and waters, and **Table 10** shows the status of conservation of covered plants.



Figure 4. Preserve System Map

The Conservancy's Preserve System consists of 43 properties encompassing approximately 12,700 acres of new conservation.

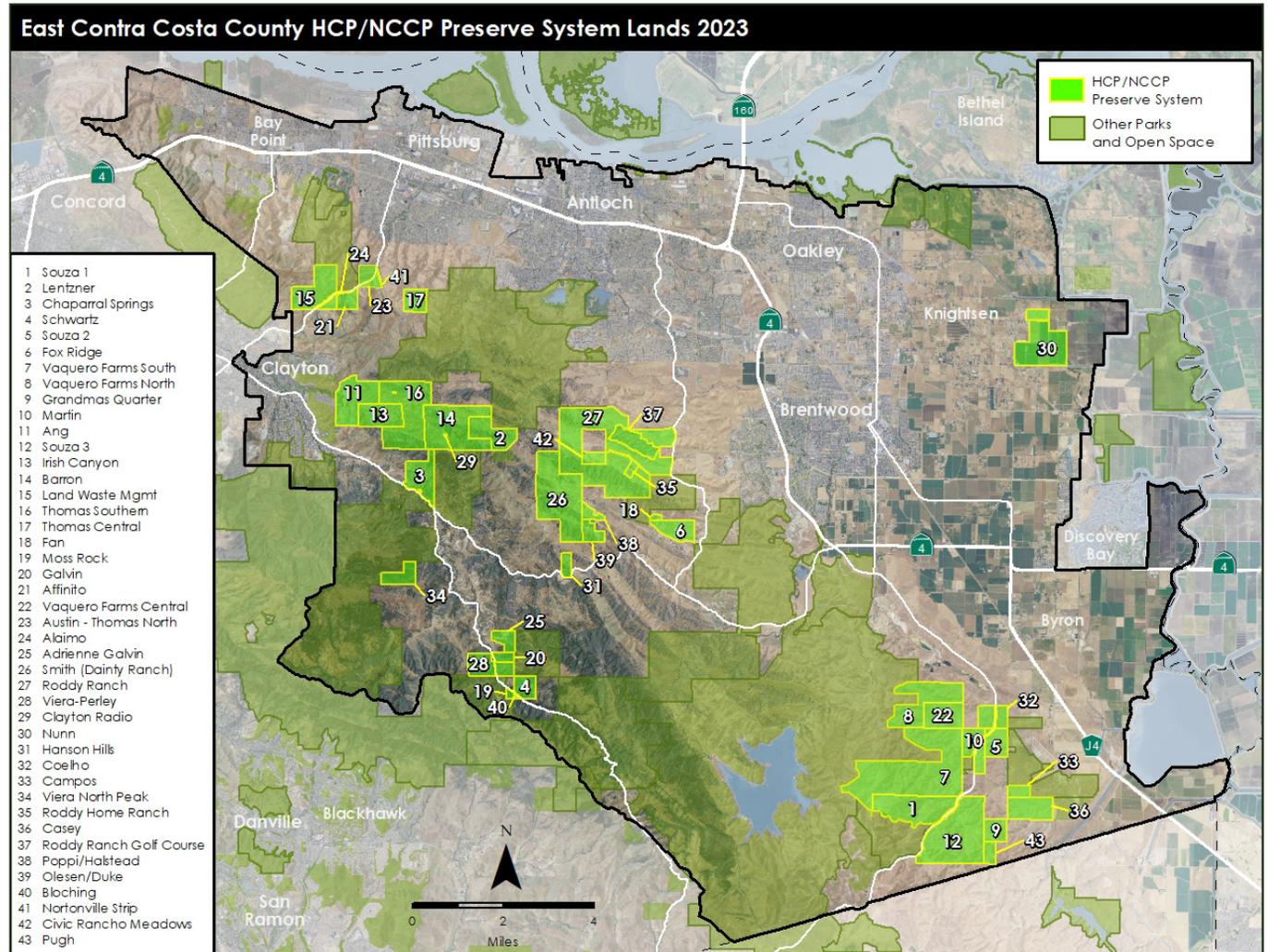


Figure 5. Progress toward Assembling the Preserve System

In most years, acquisition for the Preserve System has exceeded what is needed to achieve the 30,300-acre estimate by Year 30 of the permit term under the Maximum Urban Development Area scenario.

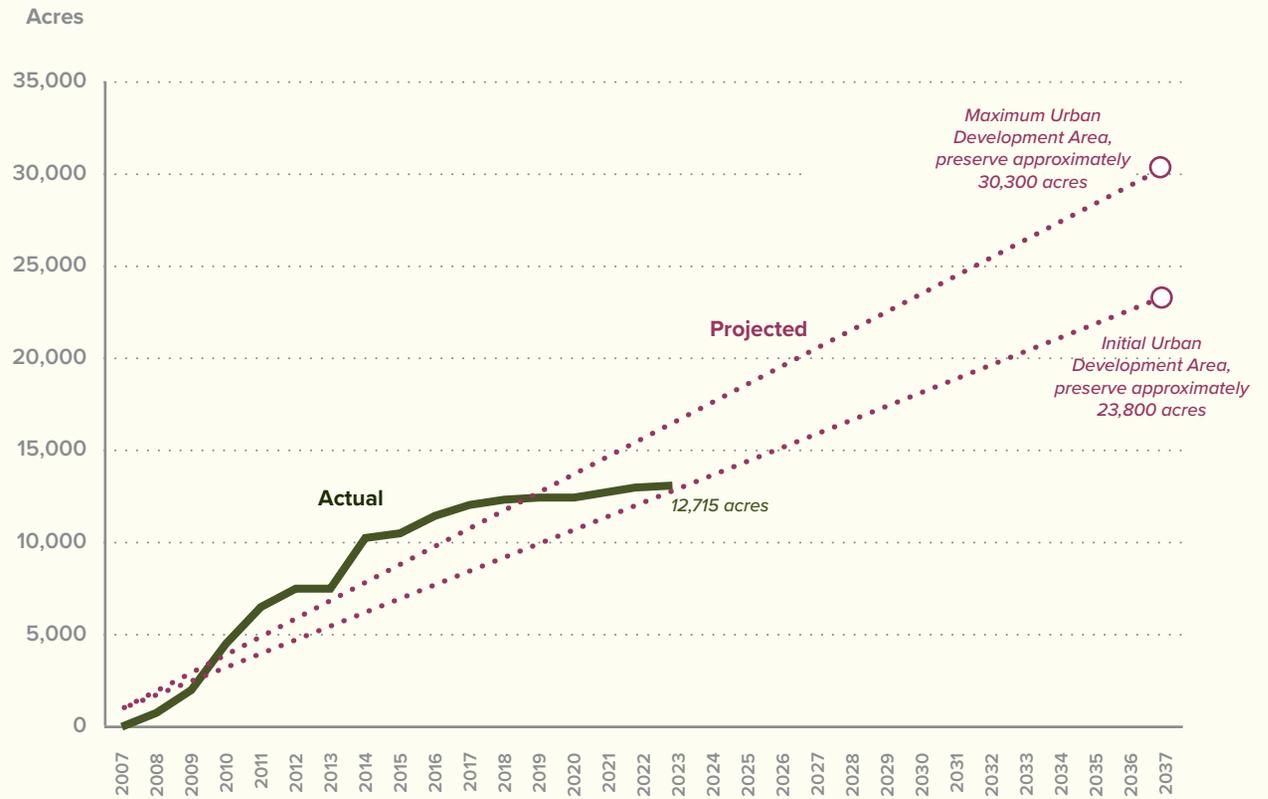


Table 8. Summary of Land Acquisition and Natural Community Protection by Land Cover Type

Land Cover Type	Land Cover Requirements ^a (acres)	Reporting Period (acres)		Cumulative (acres)		Percent Complete (%)
	Protection	Protection	Existing Easement (no credit) ^b	Protection	Existing Easement (no credit) ^c	Protection
Terrestrial						
Annual grassland	16,500	—	—	8,165.6	1,463.6	49%
Alkali grassland	1,250	—	—	273.2	17.5	22%
Ruderal	—	—	—	118.6	25.7	—
Chaparral and scrub	550	—	—	310.6	0.0	56%
Oak savanna	500	—	—	399.8	23.0	80%
Oak woodland	400	—	—	2,564.0	131.5	641%
Rock outcrops	—	—	—	18.6	4.5	—
Aquatic						
Riparian woodland/scrub	70	—	—	77.80	0.21	111%
Perennial wetland ^c	75	—	—	5.54	5.78	7%
Seasonal wetland	168	—	—	24.20	2.40	14%
Alkali wetland	93	—	—	37.20	4.30	40%
Pond	16	—	—	11.97	2.92	75%
Reservoir (open water) ^d	12	—	—	2.40	0.00	20%
Slough/channel	36	—	—	3.10	0.00	9%
Irrigated agriculture						
Cropland	400	—	—	541.4	—	135%
Pasture	—	—	—	71.3	—	—
Orchard	—	—	—	4.7	—	—
Vineyard	—	—	—	—	—	—
Other						
Nonnative woodland	—	—	—	0.7	0.0	—
Urban	—	—	—	61.3	0.8	—
Wind turbines	—	—	—	23.0	0.0	—
Stream (length in linear feet)						
Perennial	4,224	—	—	12,919	889	306%
Intermittent	2,112	—	—	137,958	25,242	6,532%
Ephemeral ^e	26,400	—	—	68,702	878	260%
Classification pending ^e	—	—	—	89,816	16,444	—
Acres required for land acquisition						
Initial Urban Development Area	24,300	0.0	0.0	12,715	1,682	52%
Maximum Urban Development Area	30,300	0.0	0.0	12,715	1,682	42%

Notes

Numbers in tables may not sum to the total due to rounding.

a All land cover requirements assume the Maximum Urban Development Area scenario.

b These acres refer to land within the Preserve System that receive no credit toward HCP/NCCP conservation goals due to prior conservation of those areas (i.e. pre-existing conservation easements).

c Perennial wetlands are equivalent to permanent wetlands.

d Reservoir (open water) is equivalent to aquatic.

e Many of the streams identified as “classification pending” will ultimately be classified as ephemeral.

Table 9. Cumulative Summary of Progress toward Preservation Requirements of Wetlands and Waters

Jurisdictional Wetlands and Waters Requirement	Total Estimated Requirement ^a	Reporting Period Area Acquired ^b	Cumulative Area Acquired	Percentage of Requirement Met by Acquisition
Preserve-wide riparian woodland/scrub (acres)	70	0.00	72.41	103%
Preserve-wide perennial wetland (acres)	75	0.00	5.38	7%
Preserve-wide seasonal wetland (acres)	168	0.10	13.44	8%
Preserve-wide alkali wetland (acres)	93	0.00	34.75	37%
Preserve-wide pond (acres)	16	0.07	11.36	71%
Preserve-wide reservoir (open water) (acres)	12	0.00	0.00	0%
Preserve-wide slough/channel (acres)	36	0.00	3.10	9%
Preserve-wide stream length (feet)	32,736	0.00	308,798.20	943%
Stream length by type				
Perennial (feet)	4,224	0	12,919	306%
Intermittent (feet)	2,112	0	137,957	6,532%
Ephemeral ^c (feet)	26,400	0	68,702	260%
Classification Pending ^b (feet)	—	0	89,220	—

Notes

Numbers in tables may not sum to the total due to rounding.

- a Requirements are dependent on the amount of impacts. The requirements provided are based on the conservative estimates of wetland impacts provided in the Plan.
- b Reporting period may not reflect preserve acquisitions for that year, since field-verification of wetlands/waters on properties are conducted after acquiring properties, sometimes the following year.
- c Many of the streams identified as “classification pending” will ultimately be classified as ephemeral.

Table 10. Summary of Covered Plant Preservation to Date

Common Name	Scientific Name	Number of Occurrences Protected			
		Required	Reporting Period	Cumulative	% Complete
Mount Diablo manzanita	<i>Arctostaphylos auriculata</i>	2	0	0	0%
Brittlescale	<i>Atriplex depressa</i>	2 (4) ^a	0	3	150%
San Joaquin spearscale	<i>Atriplex joaquiniana</i>	0	0	10	—
Big tarplant	<i>Blepharizonia plumosa</i>	3	0 ^b	13	433%
Mount Diablo fairy lantern	<i>Calochortus pulchellus</i>	1	0	6	600%
Recurved larkspur	<i>Delphinium recurvatum</i>	2	0	0	0%
Round-leaved filaree	<i>Erodium macrophyllum</i>	2	1	6	300%
Diablo helianthella	<i>Helianthella castanea</i>	2	0	13	650%
Brewer's dwarf flax	<i>Hesperolinon breweri</i>	3	0	6	200%
Showy madia	<i>Madia radiata</i>	0	0	0	—
Adobe navarretia ^c	<i>Navarretia nigelliformis</i> subsp. <i>nigelliformis</i>	1	0	0	0%
Shining navarretia ^c	<i>Navarretia nigelliformis</i> subsp. <i>radians</i>	0	0	(7)	—
Total		18 (20)	1	57	—

Notes

- a With the Initial Urban Development Area, at least two occurrences of brittlescale will be preserved. As soon as permitted urban development exceeds this, four occurrences of brittlescale must be preserved.
- b One population of approximately 3,605 individuals was recorded at the Civic Rancho Meadows property in 2022, representing an extension of a previously known population from the Roddy Ranch property.
- c The species *Navarretia nigelliformis* subsp. *nigelliformis* is no longer believed to occur within Contra Costa County based on specimen annotations at the University and Jepson Herbaria at the University of California Berkeley, as well as the opinions of experts in the genus. This taxon is now recognized as *Navarretia nigelliformis* subsp. *radians*. Pending further policy clarification, the Conservancy is continuing to track occurrences of shining navarretia (*Navarretia nigelliformis* subsp. *radians*).

Habitat Restoration and Creation

This section summarizes habitat restoration and creation projects and activities undertaken during the reporting period and documents cumulative restoration and creation by watershed.

Habitat restoration and creation is a critical component of the Plan’s conservation strategy. Restoration and creation of specific habitats and land cover types are required in addition to protection of land. All completed restoration projects of the HCP/NCCP are located within the Preserve System. **Figure 6** shows a map of restoration projects.

Table 11 summarizes natural community restoration and creation by land cover type, and **Table 12** shows restoration and creation of aquatic land cover types in the Plan by watershed. Restoration has occurred in three of the five watersheds in the Permit Area; **Table 13** summarizes restoration acreages. The following section discusses the habitat restoration and creation projects that have not yet met success criteria and are still being monitored annually.



Main stock pond, January 2023. The pond is full and spilling (see right side of top photo).



Upper Hess Creek Watershed Restoration Project

The reporting period was Monitoring Year 12 for the Upper Hess Creek Watershed Restoration Project. The winter of 2022–2023 was a wet year, with total rainfall recorded at 16.82 inches, which is 99% of normal. Onsite monitoring occurred in November, December, January, March, and July. Additionally, a wetland delineation of the alluvial valley wetlands was completed in 2023.

Exclusion fence repairs were completed, and cattle were successfully kept out of the restoration area. As a result, the vegetation throughout the alluvial valley was much higher than in past years. Alkali bulrush (*Bolboschoenus robustus*), an obligate wetland plant, was dominant in the wetland portions and provided dense cover. Soils in the wetland areas had anywhere from 5 to 15% redoximorphic features such as concentrations along the soil matrix and in the pore linings. Total mapped wetland acreage in the alluvial valley is 1.09 acres—less than the 2.16 acres projected but an increase over the pre-project conditions.

The restored wetland features within the restoration area are all functioning well and providing native plant and wildlife habitat as well as wetland functions and services. Unfortunately, wild pigs discovered the restoration area in 2023 and damage to several areas was observed. However, with appropriate management this species can be controlled to protect the restoration; this has been identified as a management item for early 2024.

Overview of alluvial valley wetlands, January 2023.

Vaquero Farms Seasonal Wetlands (Pool 3)



March 2023. California tiger salamander larvae and vernal pool fairy shrimp were present in the water at this time.

The 2022–2023 season was Year 8 of hydrologic monitoring for the Vaquero Farms Seasonal Wetlands (Pool 3). Rainfall data from a nearby station showed 15.78 inches of precipitation, which was almost double compared to the previous year (9.03 inches) and approximately 210% compared to normal rainfall for the area.

The wetland was fully inundated in January and March, and by May the wetland was dry, tracking with the control wetland. The hydrologic performance criterion for Year 5 was met with the wetland remaining inundated to a depth of 1 inch or greater for at least 30 days. The vegetation cover at this pool is low with curly dock (*Rumex crispus*), a wetland indicator species, scattered in the middle and at the edges of the pool representing between 5 and 7% cover, meaning that this wetland also met the Year 5 success criterion of 5% hydrophytic vegetation cover or greater.

Souza II Corral Seasonal Wetland

The 2022–2023 season was Year 11 of hydrologic monitoring for the Vaquero Farms Seasonal Wetland 3. Though the Souza II Corral wetland met its wetland success criteria in 2020, monitoring has continued and will continue to determine if the created seasonal wetland supports vernal pool fairy shrimp (*Branchinecta lynchi*), a federally-listed threatened species.

During the monitoring it was noted that the wetland met and exceeded the annual performance criterion for hydrology and was dominated by the native hydrophytic species Great Valley gum plant (*Grindelia camporum*), and thus achieved hydrology and hydrophytic vegetation success once again. In January 2023, all areas of the pool were sampled for vernal pool shrimp species, and only the versatile fairy shrimp (*Branchinecta lindahli*) was identified. This is consistent with results from past years.

Ang Riparian Restoration Project

In late September 2017, the Conservancy partnered with Save Mount Diablo, who initiated a riparian planting project on the 462-acre Ang property. The objective of this riparian planting project is to improve approximately 1.56 acres of riparian woodland habitat for wildlife by filling in gaps of existing vegetation along the banks of Irish Canyon Creek. The restoration plan called for a mix of valley oak (*Quercus lobata*), buckeye (*Aesculus californica*), and red willow (*Salix laevigata*) planted across five riparian planting areas. The plantings of valley oak and buckeye were completed in 2018, and plantings of red willow were completed in 2019.

Red willow survival has been the least successful over the four monitoring years (2020–2023) with zero survival recorded in 2022 and two in 2023, while valley oak and buckeye have been more successful with consistently higher numbers of survival at all five riparian planting areas.

Irish Canyon Creek with water
in the summertime at Ang,
August 2023.



Valley oak at riparian planting
area 1, November 2023.



California tiger salamander
larvae at Wetland 20, April 2023.

Horse Valley Creek and Wetland Restoration Project

The Horse Valley Creek and Wetland Restoration Project was constructed in 2018. The project is located on the Roddy Ranch property south of the city of Antioch. Past development activities in the area had impacted site hydrology and habitat quality. The restoration project involved restoration and alignment of the creek channel and the creation of new wetlands. Monitoring began in 2018 following the completion of construction activities and is required for a 5-year period or until performance standards are met. The performance standards include criteria for wetland creation, wetland covered species habitats, and restored ephemeral creek criteria.

Year 5 saw exceptionally high rainfall, and a total of 36 of the 37 wetlands met the 14-day ponding performance standard. Even with the exceptionally high rainfall, California red-legged frogs were not detected during amphibian surveys. It is unlikely that any of the wetlands on the site will be able to sustain 200+ day hydroperiods required for this species in any but the most exceptionally high rainfall years. Four out of the five wetlands designed as California tiger salamander habitat met the 100-day ponding period to be considered successful.

Vegetation sampling was performed on June 14, 2023, during peak spring bloom. Of the 37 created wetlands, 28 were dominated by wetland vegetation and met the wetland species dominance performance standard; 9 did not. Of the 28 created seasonal wetlands that were dominated by wetland vegetation, 25 were determined to be seasonal wetlands based on the presence of wetland hydrology, totaling 1.76 acres of created seasonal wetlands. All 37 of the created wetlands met the invasive weed performance standard. Channel monitoring confirmed that a total of 571 linear feet were created and a total of 3,629 linear feet were restored. This performance standard has therefore been met.

Hess Creek Channel Restoration Project

The 5.22-acre Hess Creek Channel Restoration Project is located on the north edge of the Diablo Range in the northwest region of the Plan Area. This restoration project includes a series of components along the mainstem of Hess Creek where a 930-foot portion of the creek was re-routed, stabilized, and enhanced. In addition, the project included the restoration of 0.30 acre of seasonal wetlands, 0.08 acre of other waters, and 2.57 acres of riparian woodland. The monitoring plan did not have detailed reporting required for the reporting year; however, 2 years prior to this reporting year (Year 7 of monitoring), the project was meeting performance criteria, with the exception of reestablished wetland acreage.

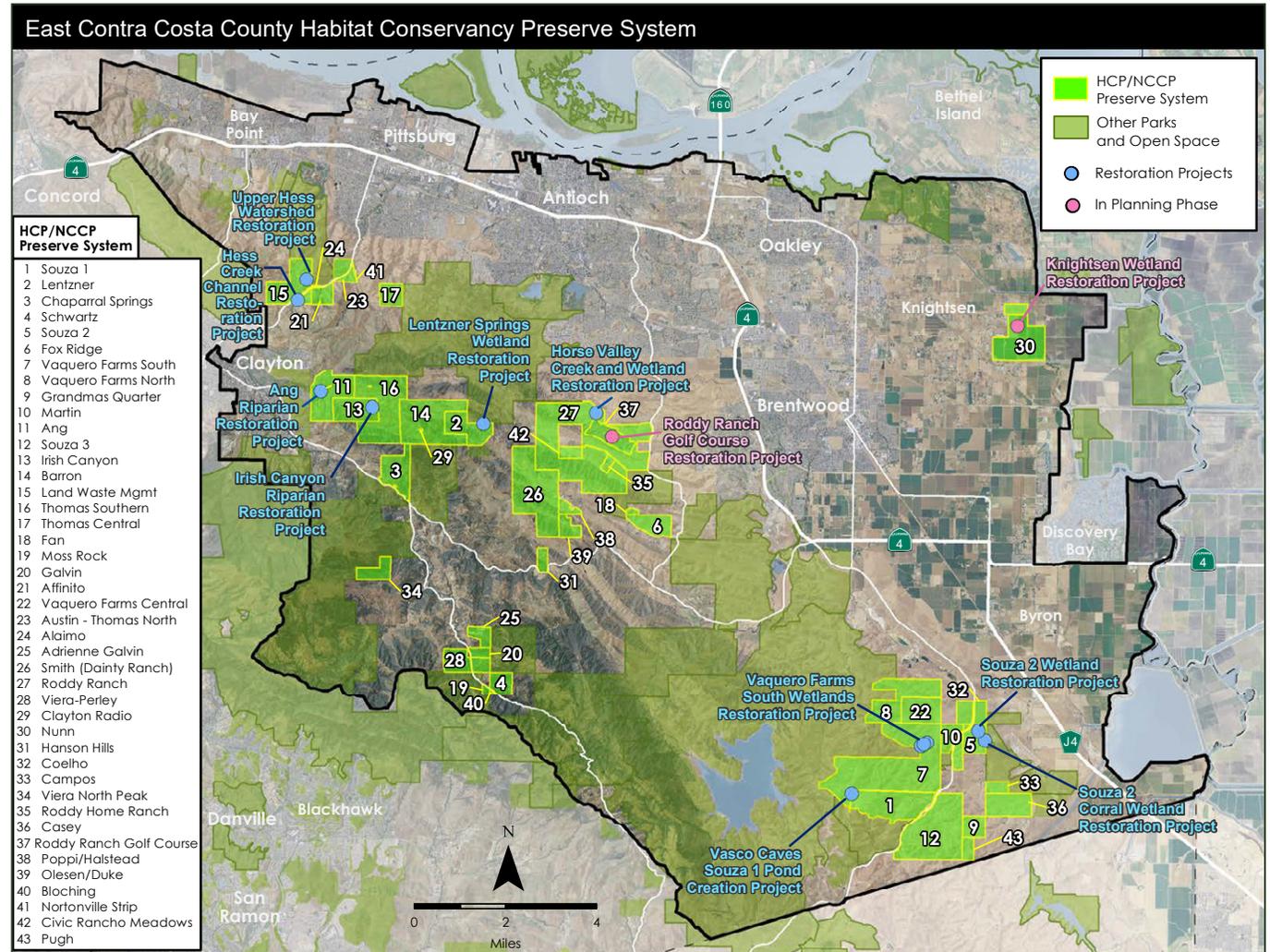
Upcoming Restoration Projects

The Conservancy currently has two restoration projects in the planning phase.

The Knightsen Wetland Restoration Project is intended to create and restore wetlands as well as other habitat and improve Delta water quality. This 645-acre project will restore a mosaic of wetland and upland habitats and support state and federally listed species. Ancillary benefits of the habitat restoration project include the conservation of open space, improved Delta water quality, and increased local resilience to flood events.

The Roddy Ranch Golf Course Habitat Restoration and Public Access Plan is the most recent project to be approved by the Conservancy, EBRPD, USFWS, and CDFW. This property will support grassland habitat objectives and is a part of a larger planned 3,700-acre Deer Valley Regional Preserve. The project team is working to finalize construction plans for the first phase of work.

Figure 6. Location of Restoration and Creation Projects



A total of 11 restoration projects have been undertaken in the Preserve System.

Table 11. Summary of Natural Community Restoration and Creation by Land Cover Type

Land Cover Type	Requirements ^a		Reporting Period		Cumulative		% Toward Goal	
	Creation	Restoration	Creation	Restoration	Creation	Restoration	Creation	Restoration
Terrestrial								
Oak savanna	—	165	—	—	—	—	—	—
Aquatic								
Riparian woodland/scrub	—	55	—	—	—	5.40	—	10%
Perennial wetland ^b	—	85	—	—	—	0.16	—	0%
Seasonal wetland	—	163	—	—	—	10.70	—	7%
Alkali wetland	—	67	—	—	—	2.40	—	4%
Pond	16	—	—	—	0.61	—	4%	—
Reservoir (open water) ^c	6	—	—	—	—	—	—	—
Slough/channel	—	72	—	—	—	—	—	—
Stream (length in linear feet)								
Perennial	—	2,112	—	—	—	—	—	—
Intermittent	—	2,112	—	—	—	4,328	—	205%
Ephemeral ^d	—	26,400	—	—	—	4,103	—	16%
Classification pending ^d	—	—	—	—	—	2,951	—	—

Notes

Only land cover types that have restoration or creation requirements are included.

- a The requirements for restoration and creation are dependent upon amount of impact. The requirements provided are based on the conservative estimates of wetland impacts provided in the Plan.
- b Perennial wetlands are equivalent to permanent wetlands.
- c Reservoir (open water) is equivalent to aquatic.
- d Many of the streams identified as “classification pending” will ultimately be classified as ephemeral.

Table 12. Aquatic Land Cover and Stream Restoration and Creation by Watershed

Basin/Watershed	Aquatic Land Cover (acres)								Stream (linear feet)				
	Riparian woodland/ scrub	Perennial wetlands ^a	Seasonal wetlands	Alkali wetlands	Ponds	Reservoir (open water) ^b	Slough/ channel	Aquatic Land Cover Total	Perennial	Intermittent	Ephemeral	Classification Pending	Stream Total
Brushy Creek N Stem Sub Basin													
Restoration	—	0.16	8.10	—	—	—	—	8.26	—	2,075	508	—	2,582
Creation	—	—	—	—	0.30	—	—	0.30	—	—	—	—	0.00
<i>Subtotal</i>	—	0.16	8.10	—	0.30	—	—	8.56	—	2,075	508	—	2,582
Frisk Creek Sub Basin													
Restoration	—	—	0.33	—	—	—	—	0.33	—	—	—	—	—
Creation	—	—	—	—	—	—	—	—	—	—	—	—	—
<i>Subtotal</i>	—	—	0.33	—	—	—	—	0.33	—	—	—	—	—
Kirker Creek													
Restoration	3.08	—	0.23	2.40	—	—	—	5.71	—	—	1,756	—	1,760
Creation	—	—	—	—	0.12	—	—	0.12	—	—	—	—	0.00
<i>Subtotal</i>	3.08	—	0.23	2.40	0.12	—	—	5.83	—	—	1,760	—	1,760
Sand Creek Sub Basin													
Restoration	—	—	2.00	0.05	—	—	—	2.05	—	—	684	4,787	5,471
Creation	—	—	—	—	0.19	—	—	0.19	—	—	—	—	0
<i>Subtotal</i>	—	—	2.00	0.05	0.19	—	—	2.24	—	—	684	4,787	5,471
Upper Mt. Diablo Creek													
Restoration	2.31	—	—	—	—	—	—	2.31	—	2,254	—	—	2,254
Creation	—	—	—	—	—	—	—	—	—	—	—	—	—
<i>Subtotal</i>	2.31	—	—	—	—	—	—	2.31	—	2,254	—	—	2,254
Total for Inventory Area	5.39	0.16	10.66	2.45	0.61	—	—	19.27	—	4,328	2,951	4,787	12,067

Notes

a Perennial wetlands include wetlands of indeterminate hydrology. In Appendix J, perennial wetlands are classified as wetlands.

b The term aquatic used in Appendix J refers to reservoirs and open water. Reservoir (open water) is used to in place of aquatic in this table to remain consistent with the other tables in this report.

Table 13. Restoration Acreage Summary

Restoration Project Name	Year Constructed	Met Success Criteria	Restoration, Creation, and Enhancement Design Target (acres unless otherwise noted)										
			Permanent Wetland Created	Permanent Wetland Restored	Seasonal Wetland Created	Seasonal Wetland Restored	Seasonal Alkali Wetland Created	Seasonal Alkali Wetland Restored	Pond Restored	Riparian Restored	Stream Channel Restored (feet)	Stream Channel Created (feet)	Enhanced
Lentzner Spring Restoration Project	2008	2015	0.00	0.00	0.00	0.00	0.08	0.23	0.00	0.00	0	0	N/A
Vasco Caves Souza I Pond Creation Project	2008	2015	0.00	0.00	1.09	0.00	0.00	0.00	0.00	0.00	0	0	N/A
Souza II Wetland Restoration Project	2009	2015	0.00	0.54	0.17	0.00	1.17	0.64	0.00	0.00	2,782	0	N/A
Irish Canyon Riparian Restoration Project	2009–2010	2016	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	689	0	N/A
Upper Hess Watershed Restoration Project	2011	N/A	0.00	0.00	0.00	2.47	0.00	0.00	0.06	0.00	226	0	N/A
Souza II Corral Seasonal Wetland Restoration Project	2012	2017	0.00	0.00	0.4	0.00	0.00	0.00	0.00	0.00	0	0	1.117
Vaquero Farms Seasonal Wetlands Creation (Pools 1 and 2)	2012	2018	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0	0	N/A
Hess Creek Channel Restoration Project	2015	N/A	0.00	0.00	0.30	0.00	0.00	0.00	0.00	3.13	1,364	730	N/A
Vaquero Farms Seasonal Wetland Creation (Pool 3)	2015	2023	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0	0	N/A
Ang Riparian Restoration Project	2016	N/A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.56	0	0	N/A
Horse Valley Creek and Wetland Restoration Project	2018	N/A	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.17	4,150	0	N/A
Total			0.00	0.54	4.58	2.47	1.25	0.87	0.23	5.60	9,211	730	1.12

Preserve System Management

This section summarizes management actions that took place during the reporting period and highlights notable accomplishments.

The Preserve System encompasses approximately 14,400 acres of conservation land. The Preserve System requires a wide array of land management actions that are geographically, topographically, and ecologically unique to each unit of land. A variety of management actions took place on all preserve properties throughout the year including the following:

- Natural resource maintenance projects
- Invasive plant and wildlife management
- Grazing management
- Fence installation and maintenance
- Gate installation and maintenance
- Trash removal



- Vegetation management
- Safety and security patrol
- Native seed collection
- Outdoor fieldwork to support the above-listed tasks
- Contractor management to support the above-listed tasks
- Ranch road maintenance
- Grazing infrastructure maintenance (tanks, troughs, wells, paddocks)
- Response to fire and flood conditions to protect community and habitat
- Hazard abatement (fallen trees, landslides)

The winter rains of 2022–2023 devastated portions of California and had significant impacts on the Preserve System. Highlights from the 2023 management actions are described below.

Nunn Ditch and Culvert Repairs 2023

The winter rains of 2022–2023 hugely impacted the Nunn property near the community of Knightsen. Stormwater and sediment inundated the property, causing damage to agricultural ditches, ranch roads, and culverts. The Conservancy worked with biologists and a local contractor to clear ditches of vegetation and

debris and replace culverts so that water will drain across the site in future large storm events.



The Preserve System requires land management actions that are geographically, topographically, and ecologically unique to each unit of land, examples of which are clearing ditches of debris and vegetation (right) and replacing culverts (left).

Horse Valley Pond Repair 2023

A pond berm in Horse Valley partially failed in early 2023. The large pond provides breeding habitat for California tiger salamander and other amphibians. EBRPD staff worked with biologists to install temporary emergency measures to prevent full berm failure and protect breeding habitat. These measures worked, and later in the year the Conservancy and EBRPD were able to repair the breach.

The work involved repairing the breach and reinforcing the entire length of the berm. Contractors trenched 6 feet deep through the center of the berm and backfilled that space with a concrete slurry. As the slurry hardened it created a barrier that will prevent ground squirrels from burrowing through and creating weak areas of the pond berm. This approach was selected as it was the least disruptive to the wildlife using the pond by maintaining water levels and habitat during construction, and prevents future failures that could be catastrophic to the existing population of California tiger salamander.



Horse Valley pond.



California tiger salamanders.



Pond berm repair.

Monitoring, Research, and Adaptive Management

This section summarizes monitoring, research, and adaptive management projects undertaken during the reporting period.

The purpose of the monitoring, research, and adaptive management program is to inform and improve conservation actions in the Preserve System and to ensure that the Plan achieves its biological goals and objectives. The scope of the monitoring and adaptive management program is limited to habitat restoration and creation and the assembly, management, and monitoring of the Preserve System. The purpose of directed research is to inform management in cases where species and natural community response to management is uncertain.

In 2023, three studies were completed: a covered plant species survey, a Townsend's big-eared bat (*Corynorhinus townsendii*) survey, and a camera station survey to investigate how wildlife are using the Vasco Road undercrossings to cross safely under the road, which are detailed in the following sections.





Flowering hogwallow
starfish individual.



Flowering long-styled
sand-spurrey.

Science and Research Grant Program

The conservation strategy under the HCP/NCCP is designed to achieve the biological goals and objectives established for the natural communities and the covered species that each community supports. Under the Conservancy's Science and Research Grant Program, the Conservancy funds research that endeavors to illuminate, and where possible to resolve, uncertainties associated with adaptive management of natural communities and covered species. Research selected for funding aids in achieving the biological goals and objectives of the Plan and informs management actions and/or contributes to the general understanding of a covered species.

In 2023, the Conservancy released a request for proposals to fund small research projects within the Preserve System. The Conservancy's Public Advisory Committee reviewed four proposals and recommended to the Governing Board to fully fund the Contra Costa Resource Conservation District's eDNA Monitoring of Restored Livestock Ponds in Contra Costa County Project.

Monitoring Studies

Rare Plant Survey

A total of six Preserve System properties were surveyed in 2023, which represent two of the six Acquisition Zones: Watersheds of Northern Tributaries of Marsh Creek and Byron Hills. The survey efforts were focused on these six properties and on alkali habitats and clay barrens. HCP/NCCP covered plant species and other special status plant species encountered within the study area were recorded using California Natural Diversity Database field survey forms. During the course of these surveys, one covered plant species was observed: round-leaved filaree (*California macrophylla*). One new population comprising four colonies with a total of 88 individuals was recorded. In addition, three non-covered but special status plant species were observed: small-flowered morning-glory (*Convolvulus simulans*), hogwallow starfish (*Hesperavex caulescens*), and long-styled sand-spurrey (*Spergularia macrotheca* var. *longistyla*).

Townsend's Big-Eared Bat Survey

Townsend's big-eared bat is one of the covered species of the Plan; however, there are no known occurrences within the Preserve System. This species' distribution is patchy because populations are strongly correlated with the availability of caves and cave-like roosting habitat, including abandoned mines. Townsend's big-eared bats forage in edge habitats along streams that are adjacent to or within a variety of wooded habitats and have been observed to avoid open grassland.

Surveys covered the entire HCP/NCCP Preserve System, which contains a wide range of habitats and potential roosting sites. Surveys were conducted between July and September 2023. No Townsend's big-eared bats were observed during the surveys. Although no roosts were found, the species may still use the preserves for foraging or night roosting. Many of the lands within the Preserve System are characterized by open grasslands, which may be actively avoided by Townsend's big-eared bats.

Part of the HCP/NCCP objective for Townsend's big-eared bat is to "Enhance roosting habitat by protecting any abandoned mine, cave, or building in the Preserve System and, if feasible, creating artificial hibernacula." Performing this initial survey for the bat is an important first step in understanding the presence/absence of the bat and inventorying potential hibernacula.



Barn that was surveyed
for Townsend's big-eared
bats in July 2023.

Vasco Road Undercrossings

In 2023 (May–December), camera stations were deployed at eight wildlife undercrossing structures beneath Vasco Road to document their use by terrestrial wildlife species to cross safely under the road. Surveys are planned to continue in 2024 along adjacent portions of the road that are also within the Vasco Hills/Byron Vernal Pools Management Area. This study recorded 8,997 species detection events, of which 1,646 were crossing events. These events were recorded any time a species was confirmed traveling all the way through a crossing structure in either direction.

Wildlife frequently used the undercrossing structures beneath Vasco Road that were monitored for this survey, with coyotes (*Canis latrans*) most frequently detected crossing (744 crossing events), followed by desert cottontails (*Sylvilagus audubonii*; 350 crossing events), bobcats (*Lynx rufus*; 196 crossing events), American badgers (*Taxidea taxus*; 90 crossing events), striped skunks (*Mephitis mephitis*; 60 crossing events), domestic cats (*Felis catus*; 15 crossing events), black-tailed jackrabbits (*Lepus californicus*; 5 crossing events), and raccoons (*Procyon lotor*; 3 crossing events).

Two species covered by the HCP/NCCP were detected incidentally during the camera station survey: California tiger salamanders and western burrowing owls. Although neither species was observed using the undercrossing structures, detection of these species still has implications for management of their habitats.

The survey resulted in a dataset of 110,262 images of 40 different wildlife species, including 12 mammals, 24 birds, and 3 reptiles, and 1 amphibian.



Stay-Ahead Provision

This section evaluates compliance with the Plan's Stay-Ahead Provision for land cover types, covered plants, vernal pool shrimp, and giant garter snake.

The Stay-Ahead Provision of the HCP/NCCP requires that the amount of each land cover type conserved, restored, or created by the Conservancy as a proportion of the total requirement for each land cover type must be roughly proportional to the impact on that land cover type as a proportion of the total impact expected by all covered activities. For example, if 25% of the expected impacts on grasslands have occurred, then at least 25% of the required land acquisition for grasslands must also have occurred. To provide flexibility during implementation, the Conservancy may fall behind by a maximum of 5% of its conservation strategy requirements and still be in compliance with the Stay-Ahead Provision. This deviation accounts for the likely pattern of infrequent acquisition of large parcels that will allow the Conservancy to jump far ahead of impacts with just one transaction.

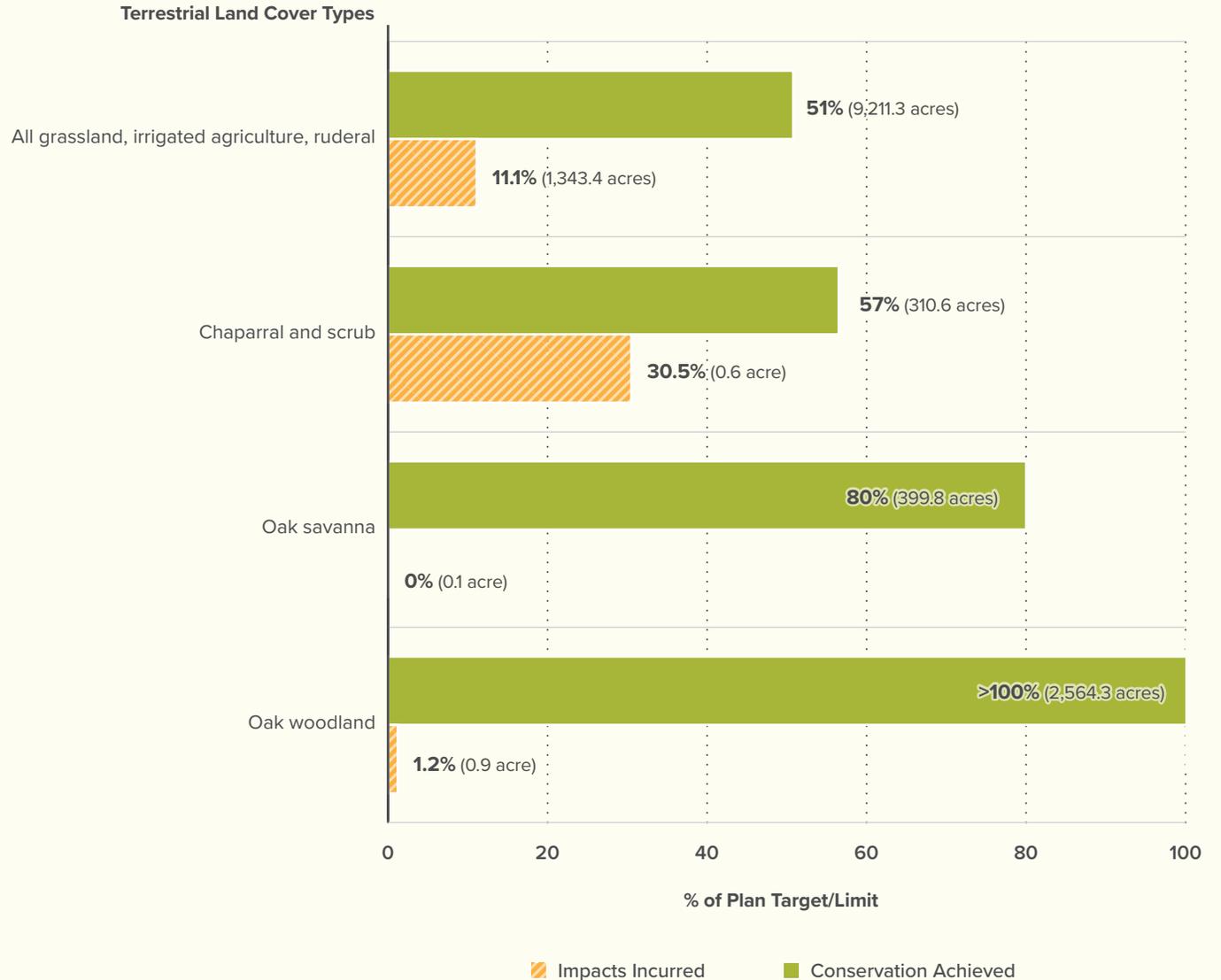


The Conservancy is in compliance with Stay-Ahead requirements. The Plan's Stay-Ahead Provision requires that conservation is ahead of or proportional to impacts for land cover types, plants, vernal pool shrimp, and giant garter snake. This is achieved by acquiring land for the Preserve System in advance of impacts. For vernal pool shrimp, restoration and creation of habitat in addition to preservation is an alternative, and purchase of an equivalent amount of preservation or restoration credit is an option for mitigation.

Figure 7 displays the conservation achieved and impacts incurred for terrestrial land cover types; **Figure 8** summarizes the same for aquatic land cover types and streams. The reporting period (Year 16) represents 53% of the permit term. If a constant rate of impacts is assumed, allowable impacts should be at about 53% of the impact cap.

The following pages show Stay-Ahead compliance for land cover types (**Table 14** and **Figure 9**), plants (**Table 15**), vernal pool shrimp (**Table 16**), and giant garter snake (**Table 17**).

Figure 7. Comparison of Conservation Achieved to Impacts Incurred for Terrestrial Land Cover Types—Cumulative



All terrestrial land cover types have achieved more than 50% of protection requirements. Impacts have been small in comparison to the impacts permitted.

Figure 8. Comparison of Conservation Achieved to Impacts Incurred for Aquatic Land Cover Types and Streams—Cumulative

For every aquatic land cover type, conservation is far ahead of impacts incurred. Preservation of riparian woodland/scrub is over 100% of the Plan’s goal, and preservation of pond is about 67%. All impacts on aquatic land cover types are 4% or less than the allowable impacts. For all stream classifications conservation exceeds 100%.

Note: Reservoir (open water) is equivalent to “aquatic” and requires conservation ratio of 1:1 wetted acres (pond) and creation of ponds at a ratio of 0.5:1. The stay-ahead calculation is based on a combination of reservoir and pond conservation and creation combined.

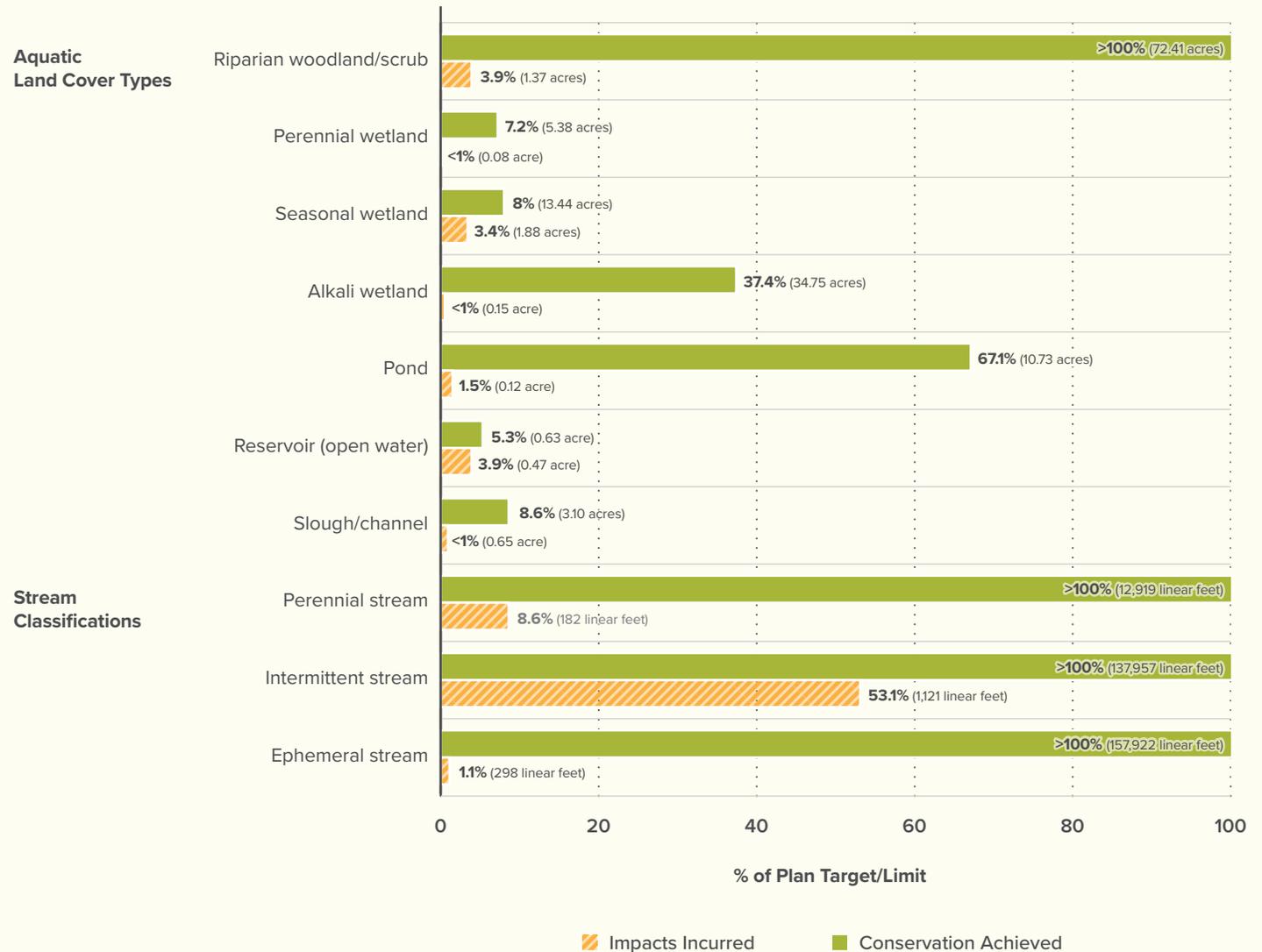


Figure 9. Stay-Ahead Compliance for Land Cover Types

Conservation of all land cover types and stream classifications is ahead of impacts incurred with several land cover types exceeding the required protection for the permit term. Though the Stay-Ahead Provision only reflects land cover acreage requirements and does not reflect geographical requirements intended to ensure Preserve System connectivity, the Conservancy is aware of both the qualitative and quantitative goals of the Plan.

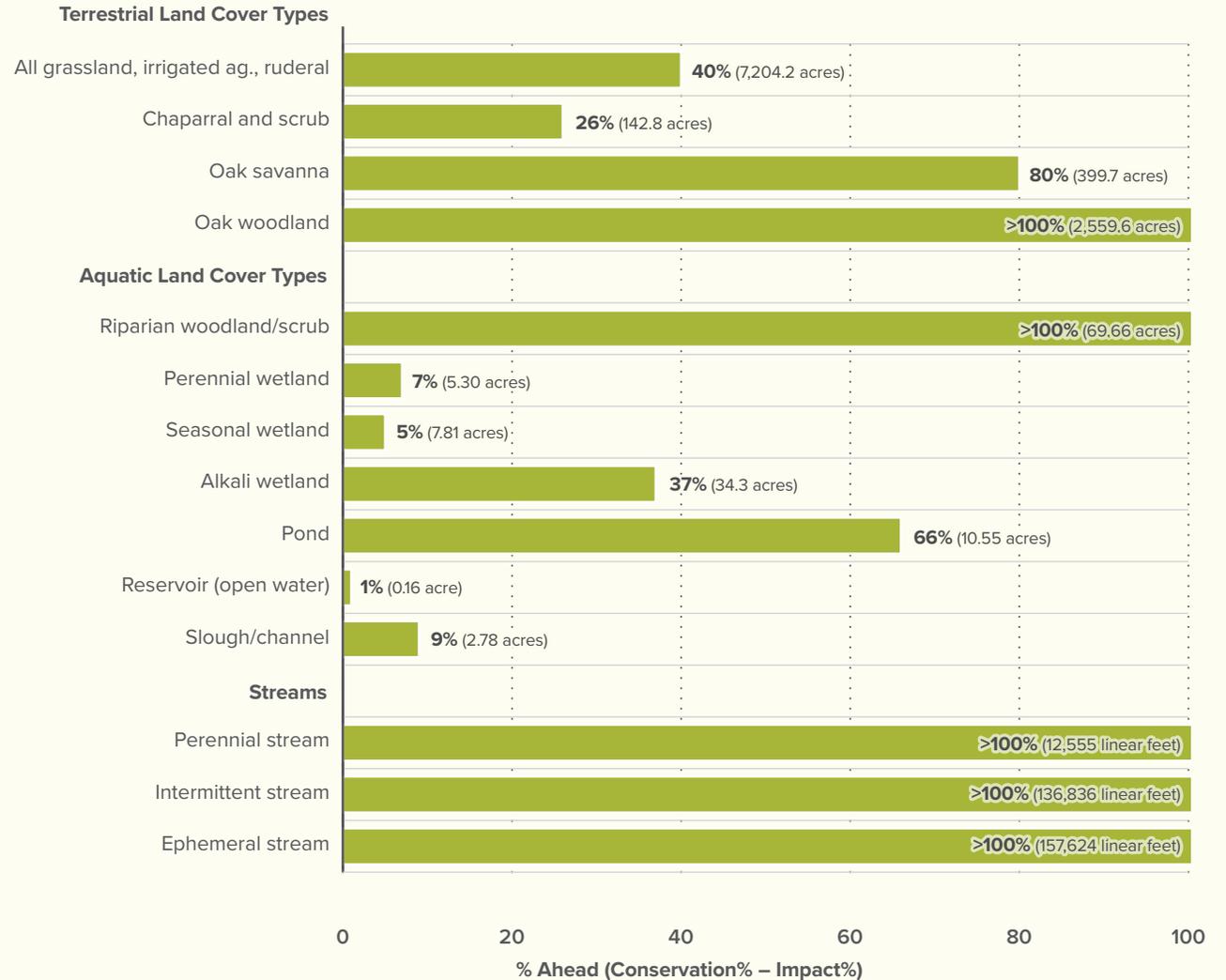


Table 14. Stay-Ahead Assessment—Land Cover and Streams

Land Cover Type	Conservation			Impact			Acres/Feet Required to be Ahead	Acres Ahead	% Ahead ^c (Conservation % - Impacts %)
	Protection Required (acres)	Protection to date (acres)	% of Required	Estimated Impacts (acres)	Impacts to date (acres)	% of Impacts			
Terrestrial									
All grassland, irrigated ag., ruderal	18,150	9,211.3	50.8%	12,148	1,343.4	11.1%	2,007.1	7,204.2	40%
Chaparral and scrub	550	310.57	56.5%	2	0.6	30.5%	167.8	142.8	26%
Oak savanna	500	399.83	80.0%	165	0.1	0.0%	0.2	399.7	80%
Oak woodland	400	2,564.3	641.1%	73	0.9	1.2%	4.7	2,559.6	640%
Aquatic									
Riparian woodland/scrub	70	72.41	103.4%	35	1.37	3.9%	2.75	69.66	100%
Perennial wetland ^a	75	5.38	7.2%	75	0.08	0.1%	0.08	5.30	7%
Seasonal wetland	168	13.44	8.0%	56	1.88	3.4%	5.63	7.81	5%
Alkali wetland	93	34.75	37.4%	31	0.15	0.5%	0.45	34.30	37%
Pond	16	10.73	67.1%	8	0.12	1.5%	0.18	10.55	66%
Reservoir (open water) ^b	12	0.63	5.3%	12	0.47	3.9%	0.47	0.16	1% ^b
Slough/channel	36	3.10	8.6%	72	0.65	0.9%	0.32	2.78	9%
Stream (length in linear feet)									
Perennial stream	4,224	12,919	305.9%	2,112	182	8.6%	364	12,555	297%
Intermittent stream	2,112	137,957	6532.1%	2,112	1,121	53.1%	1,121	136,836	6,479%
Ephemeral stream ^d	26,400	157,922	598.2%	26,400	298	1.1%	298	157,624	597%

Notes

Numbers in tables may not sum to the total due to rounding.

a Perennial wetlands are equivalent to permanent wetlands.

b Reservoir (open water) is equivalent to “aquatic” and requires conservation ratio of 1:1 wetted acres (pond) and creation of ponds at a ratio of 0.5:1. The stay-ahead calculation is based on a combination of reservoir and pond conservation and creation combined.

c The Plan allows a 5% deviation from Stay-Ahead requirements. For terrestrial land cover, the Plan provides that Stay-Ahead be measured against the following categories: chaparral, oak savanna, oak woodland and the sum of all grassland and irrigated agricultural land cover types.

d Many of the streams identified as “classification pending” will ultimately be classified as ephemeral. As such, they are tracked as ephemeral streams for the purposes of the Stay-Ahead Provision.

Table 15. Stay-Ahead Assessment—Plants

Common Name	Scientific Name	Conservation	Impacts	Difference	% Ahead
Mount Diablo manzanita	<i>Arctostaphylos auriculata</i>	0	0	0	—
Brittlescale	<i>Atriplex depressa</i>	3	0	3	100%
San Joaquin spearscale	<i>Atriplex joaquiniana</i>	10	1 ^a	9	90%
Big tarplant	<i>Blepharizonia plumosa</i>	13	0	13	100%
Mount Diablo fairy lantern	<i>Calochortus pulchellus</i>	6	0	6	100%
Recurved larkspur	<i>Delphinium recurvatum</i>	0	0	0	—
Round-leaved filaree	<i>Erodium macrophyllum</i>	6	— ^b	5	100%
Diablo helianthella	<i>Helianthella castanea</i>	13	0	13	100%
Brewer’s dwarf flax	<i>Hesperolinon breweri</i>	6	0	6	100%
Showy madia	<i>Madia radiata</i>	0	0	0	—
Adobe navarretia ^c	<i>Navarretia nigelliformis</i> subsp. <i>nigelliformis</i>	0	0	0	—
Shining navarretia ^c	<i>Navarretia nigelliformis</i> subsp. <i>radians</i>	(7)	0	(7)	—
Total		57	1	56	—

Notes

- a Vasco Road Safety Phase 1 Project population was translocated to Souza II property in 2011, however the population did not survive. This table has been updated to account for the single impact to San Joaquin spearscale (*Atriplex joaquiniana*).
- b Temporary impacts occurred to round-leaved filaree as part of the PG&E Contra Costa Las Positas Project. The soil was protected from disturbance, the site was returned to pre-project connections, seeds collected on site were propagated, and monitoring reports document that round-leaved filaree persists on site and is as abundant as it was before the project.
- c The species *Navarretia nigelliformis* subsp. *nigelliformis* is no longer considered to occur within Contra Costa County based on specimen annotations at the UC and Jepson Herbaria at the University of California Berkeley as well as the opinions of experts in the genus. This taxon is now recognized as *Navarretia nigelliformis* subsp. *radians*. Pending further policy clarification, the Conservancy is continuing to track occurrences of shining navarretia (*Navarretia nigelliformis* subsp. *radians*).

Table 16. Stay-Ahead Summary—Vernal Pool Shrimp

Project Name/ Preserve Property Name	Species	Impacts to Date (acres)	Preserved Occupied to Date (acres)	Restored/ Created Occupied to Date (acres)
Impacts				
Deer Valley Road Safety Improvements Project, 2012	VPFS	0.06	—	—
Chevron KLM Site 1357 Maintenance Project, 2013	Covered shrimp	0.01	—	—
Restoration, Creation, and Preservation				
Coelho	VPFS	—	0.98	—
Souza I	VPFS	—	0.00	—
Souza II	VPFS	—	0.18	—
Vaquero Farms South	VPFS	—	0.05	—
Souza II-Corral	VPFS	—	—	0.40 ^a
Vaquero Farms South (Pool 1)	VPFS	—	—	0.07
Vaquero Farms South (Pool 2)	VPFS	—	—	0.15
Vaquero Farms South (Pool 3)	VPFS	—	—	0.15
Casey	Covered shrimp	—	0.31	—
Campos	VPFS	—	0.55	—
Total	—	0.07	2.08	0.77

Abbreviation

VPFS = vernal pool fairy shrimp

Notes

Numbers in tables may not sum to the total due to rounding.

The HCP/NCCP requires preservation and creation of vernal pool fairy shrimp habitat be ahead of impacts at a preservation ratio of 2:1 acres occupied habitat and a restoration ratio of 1:1 acre of occupied habitat. The Conservancy is in compliance with the stay-ahead requirement.

a The Souza II Corral wetland was inoculated in 2012 with soil from the Deer Valley Road Widening Project. VPFS have not been found during annual surveys. The Conservancy will continue to survey for 10 years (through 2022) to determine if VPFS are present; VPFS have not be found in this pool.

Table 17. Stay-Ahead Summary—Giant Garter Snake

Project Name/Preserve Property Name	Aquatic Habitat Impacts to Date (acres)	Upland Habitat Impacts to Date (acres)	Aquatic Habitat Preserved to Date (acres)	Upland Habitat Preserved to Date (acres)
Caltrans/Hwy 4 Median Buffer and Shoulder Widening Project, 2012	0.01	4.77	—	—
Emerson Ranch, 2013	—	5.47	—	—
Gilbert, 2016	0.58	18.34	—	—
Grand Cypress Preserve, 2021 ^a	0.43	12.46	—	—
Nunn Property (Preserve System Acquisition) ^b	—	—	3.10	612.71
Total	0.59	28.58	3.10	612.71

Notes

Numbers in tables may not sum to the total due to rounding.

The HCP/NCCP requires preservation of giant garter snake habitat be ahead of impacts at a preservation ratio of 1:1 for aquatic habitat and 3:1 for upland habitat. The Conservancy is in compliance with the stay-ahead requirement.

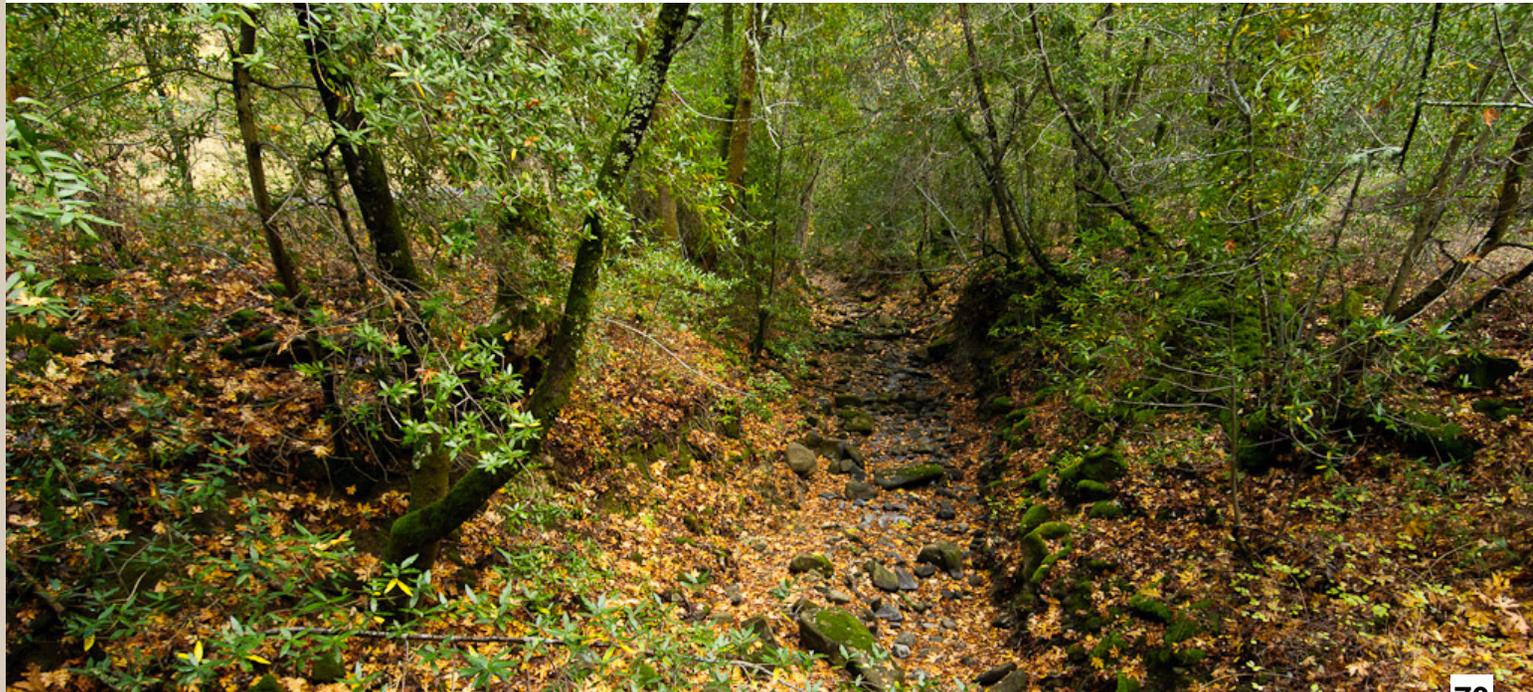
- a The Grand Cypress Preserve project’s impacts on giant garter snake habitat is mitigated through an applicant-led restoration project, therefore the impact acreages are not included in the “total” in this table. The Grand Cypress Preserve project is being constructed in phases. Impacts in this table represent all impacts on giant garter snake from the entire project.
- b The Conservancy is currently in the planning and design phase of a proposed restoration project on the Nunn property and the acres of preservation will change and will be adjusted in forthcoming annual reports.

Changed and Unforeseen Circumstances

This chapter notes any changed or unforeseen circumstances that occurred during the reporting period.

USFWS’s “No Surprises” Regulation defines *changed circumstances* as those circumstances affecting a species or geographic area covered by an HCP that can be reasonably anticipated and to which the parties preparing the HCP can plan a response. Unforeseen circumstances cannot be reasonably anticipated and do not require a response to remain in compliance with permit conditions. The NCCP Act has a similar provision for NCCPs.

No changed or unforeseen circumstances occurred during the reporting period.



Finances

Budget, Expenditures, and Funding

This section includes the economic assumptions on which the Plan was based, summarizes all revenues received, and assesses the post-permit term funding strategy.

The Conservancy analyzed cost projections from the HCP/NCCP, previous years' actual costs, and the anticipated work plan to develop the annual budget. The expenditures for the reporting period to implement the HCP/NCCP totaled \$3,261,994 (**Figure 10**). The Conservancy's expenditure budget categories include program administration, land acquisition, planning and design, environmental compliance, preserve management, monitoring, and habitat restoration. Overall, the Plan anticipated 57.5% of funding from fees and 42.5% from non-fee sources. To date, fee funding makes up 27% and non-fee funding 73% of revenue (**Figure 11**) (local funding figures have yet to be included in these calculations).



Fee-based funding includes fees for development, wetland mitigation, temporary impacts, rural road fees, and contributions to recovery. Contributions to recovery include charges on certain covered activities, levied on Participating Special Entities to contribute funds over and above fee requirements to contribute to the recovery of species in the inventory area. These fees collectively pay for the full cost of mitigating the effects of covered activities on the covered species and natural communities addressed by the Plan.

The HCP/NCCP allows for additional revenue to be received from non-covered activities. There may be a number of benefits to addressing the mitigation needs of non-covered projects through the structure of the HCP/NCCP, and USFWS and CDFW may wish to use the conservation strategy and implementing structure of the Plan to maximize the conservation benefits to covered species and natural communities. Project proponents may wish to utilize the mitigation approach of the Plan to facilitate their mitigation obligations under a variety of state and federal regulations. If agreed to by the Conservancy, USFWS, and CDFW, mitigation funds collected from non-covered activities must augment the mitigation and conservation obligations of the Plan (i.e., they may not offset these requirements). Mitigation funding arrangements vary by project and are reviewed and approved by USFWS and CDFW before acceptance of these funds. No revenue from non-covered activities was collected in 2023. Only one such project—the Kirker Pass Road Northbound Truck Climbing Lane (Area Outside HCP/ NCCP) (2018)—was not covered by the HCP/NCCP but fees were received by the Conservancy to facilitate their mitigation obligations.

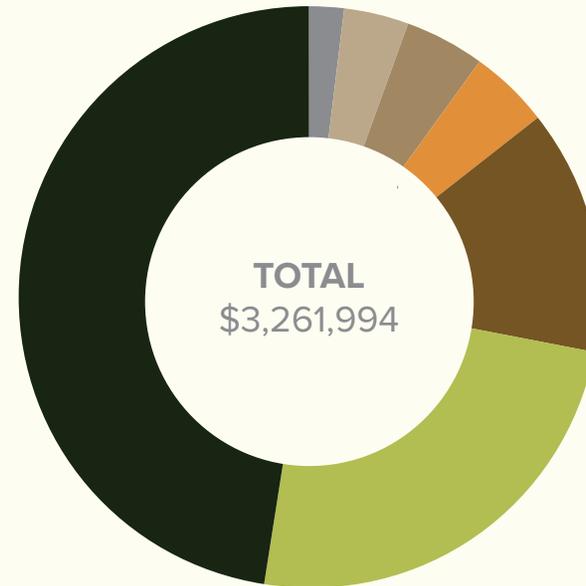
Non-fee funding includes funding from local, state, and federal sources. Grant funding from these sources assist with Plan implementation activities, including land acquisition, restoration and creation, and preserve management and monitoring. In addition, foundation grants (e.g., Gordon and Betty Moore Foundation) also fund these Plan implementation activities.

A requirement of the HCP/NCCP is to develop a long-term funding strategy to provide for the stewardship of the Preserve System in perpetuity. Post-permit term costs would be funded by a portion of mitigation fees and other revenue transferred to an endowment over time. The endowment would grow with reinvested earnings through the end of the permit term. No withdrawals would be made from the endowment to fund the HCP/NCCP during the permit term. At the end of the permit term, the endowment generates ongoing earnings sufficient to fully fund post-permit management and monitoring costs in perpetuity and adjusted for inflation. After the HCP/NCCP permit term ends, distributions from an endowment will be used for long-term management and monitoring of the Preserve System.

The Conservancy established an endowment account (Endowment) with the Regional Parks Foundation in 2020. Since its establishment, deposits have been made to the Endowment, and its value at year end 2023 is \$8,250,827.

Figure 10. Summary of Expenditures

Actuals (Reporting Period)

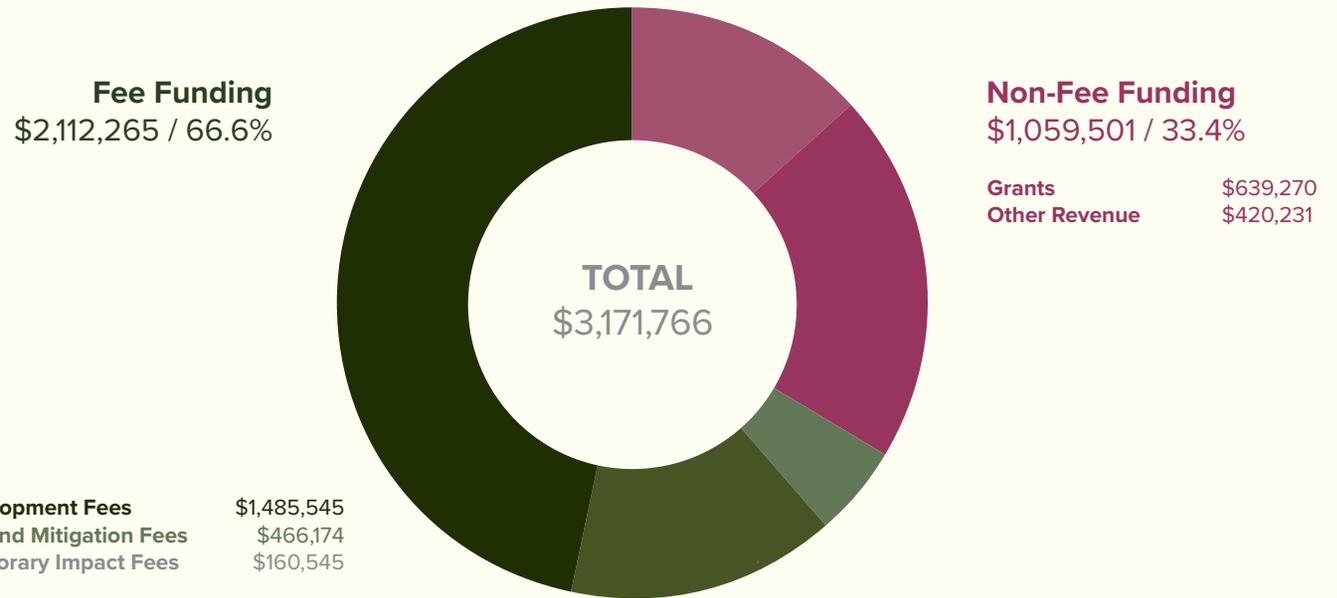


- Program Administration and Permitting Program \$1,220,352
- Planning and Design \$634,215
- Preserve Management and Maintenance \$345,119
- Environmental Compliance \$118,187
- Monitoring, Research, and Adaptive Management \$112,555
- Habitat Restoration and Creation \$93,249
- Land Acquisition \$44,277
- Contingency Fund \$0
- Remedial Measures \$0

The expenditures for the reporting period to implement the HCP/NCCP totaled \$2,567,955, and in addition \$694,040 was transferred to the Endowment for a grand total of \$3,261,994.

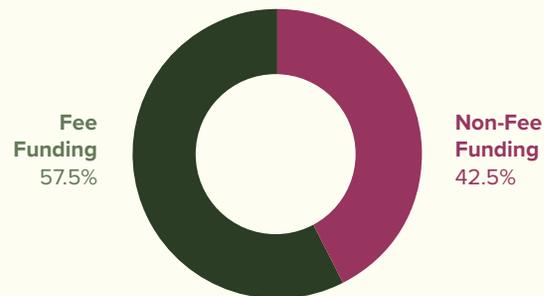
Figure 11. Summary of Revenue

Revenue (Reporting Period)



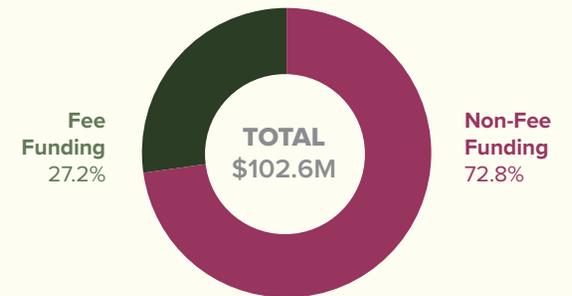
For the reporting period, the majority of fee funding came from development fees and wetland mitigation fees, while non-fee funding mainly came from grants.

Plan Assumptions



Maximum Urban Development Area assumptions were used.

Actual Revenue (Cumulative)



Mitigation Fee Act Annual Reporting

The annual report also functions as the Conservancy’s annual reporting on mitigation fees collected pursuant to California Government Code Section 66000 et seq. (“Mitigation Fee Act”), which requires local agencies to provide an accounting of fees charged for development projects. The requirement set forth under Government Code Section 66006(b)(1) provides that each local agency is required on an annual basis, within 180 days after fiscal year end (June 30), for each separate account, to make available to the public the following information.

- 1. A brief description of the type of fee in the account or fund, and the amount of the fee (Table 18):**
 - a) **Development Fee.** The purpose of the development fee is to mitigate for impacts to open space, habitat, and species covered by the HCP/NCCP. The development fee revenues will be used to fund the acquisition of land that does or could provide habitat for covered species, the management and enhancement of that land and habitat, and the administrative actions necessary to accomplish these tasks, as more particularly set forth in the HCP/NCCP. The development fee imposed on a development project is determined based on the Development Fee Zone in which the project is located.
 - b) **Wetland Mitigation Fee.** The purpose of the wetland mitigation fee is to mitigate for impacts to Jurisdictional Wetlands and Waters, riparian woodland/scrub, or stream buffers. The wetland mitigation fee revenues will be used to fund the restoration, creation, and management of Jurisdictional Wetlands and Waters and riparian woodland/scrub, and the administrative actions necessary to perform these tasks, as more particularly set forth in the HCP/NCCP.

- 2. The amount of fees collected and interest earned, and the beginning and ending balance of the account or fund (Table 19).**

- 3. An identification of each public improvement on which fees were expended and the amount of the expenditure on each improvement, including the total percentage of the cost of the public improvement that was funded with the fees.**

Development fees were expended on a variety of land acquisition, preserve management and monitoring, and habitat conservation plan implementation activities in 2023.

Wetland mitigation fees collected in 2023 were expended on the planning and design activities for the Knightsen Wetland Restoration Project and the Roddy Ranch Golf Course Restoration Project. Other activities funded include the ongoing maintenance and monitoring of previously constructed wetland restoration projects.

- 4. An identification of an approximate date by which the construction of the public improvement will commence if the Board determines that sufficient funds have been collected to complete financing on an incomplete public improvement, and the public improvement remains incomplete.**

Construction of the Knightsen Wetland Restoration and Flood Protection Project is scheduled for construction in 2025/2026. The Roddy Ranch Golf Course Restoration Project is scheduled for construction in 2025/2026.

- 5. A description of each interfund transfer or loan from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.**

No interfund transfers or loans have been made.

- 6. The amount of refunds made pursuant to Government Code section 66001(e) and any allocations pursuant to Government Code section 66001(f).**

No refunds were made.

Table 18. 2023 Fee Schedule

Fee Type	With Fee Audit	Without Fee Audit
Development Fees (per acre, unless otherwise stated)		
Zone I	\$19,871.91	\$19,611.52
Zone II	\$39,743.83	\$39,223.04
Zone III	\$9,935.96	\$9,805.76
Wetland Mitigation Fees		
Riparian woodland/scrub	\$111,060.40	\$110,667.08
Perennial Wetland	\$170,908.06	\$167,718.29
Seasonal Wetland	\$401,479.18	\$392,489.03
Alkali wetland	\$405,871.63	\$396,778.59
Pond	\$221,421.23	\$215,976.51
Aquatic (open water)	\$110,711.14	\$107,988.87
Slough/ Channel	\$156,815.09	\$154,206.78
Streams 25 feet wide or less—fee per linear foot	\$580.00	\$569.07
Streams greater than 25 feet wide—fee per linear foot	\$869.47	\$854.23

Note

The Permittees were on two different fee schedules throughout the year due to the adoption of the 2022 periodic fee audit on different dates: the Conservancy, 2/27/23; Contra Costa County, 5/9/23; Oakley, 7/11/23; Clayton, 7/18/23; Pittsburg, 8/7/23; Brentwood, 11/14/23. Temporary impact fees are based on the amounts shown adjusted for duration of impact as set forth in Chapter 9 of the HCP/NCCP.

Table 19. 2023 Mitigation Fees

Beginning Balance	Revenue	Interest Earned	Expended	Ending Balance
Development Fee				
\$3,039,525	\$1,485,545	\$113,147	\$1,792,684	\$2,845,533
Wetland Mitigation Fee				
\$0	\$466,174	\$71,737	\$537,911	\$0

Program Administration

This section summarizes any administrative changes, minor modifications, and amendments proposed or approved during the reporting year.

There were no modifications or amendments made to the Plan during the reporting period. Implementation tasks that occurred during the reporting period are described below.

Coordinated Wetland Permitting

The Conservancy has continued to work with the U.S. Army Corps of Engineers (Corps) to align permitting for impacts on federally regulated waters with the HCP/NCCP permitting. The Corps issued a Regional General Permit (RGP) 1 in 2012, with the most recent renewal on December 1, 2022, and expiring on December 1, 2025.

The Conservancy submitted a proposal to the Corps to implement an In-Lieu Fee (ILF) Program. This will comply with the federal Compensatory Mitigation for Losses of Aquatic Resources (Mitigation Rule; 33 [Code





Cattle on the preserve lands
(credit: Chris Lyall).



Save Mount Diablo Volunteer
Water Crew.

of Federal Regulations] CFR Part 332). The proposed ILF Program will be implemented in conjunction with the RGP and HCP/NCCP and will sanction payment of HCP/NCCP fees as eligible mitigation under the RGP. The most recent draft of the ILF documents was submitted to the Corps in May 2022, and the Conservancy is continuing to work with the Corps on the development of an ILF Program.

Mitigation Fee Audit and Update

The HCP/NCCP requires automatic annual adjustments to mitigation fees based on economic indices as well as periodic audits in Years 3, 6, 10, 15, 20, and 25 of Plan implementation. These periodic audits assess whether changes in HCP/NCCP implementation costs over time require additional fee adjustment. The fee audit conducted in Year 15 (2022) was adopted by the Permittees in 2023.

In accordance with the Plan requirements, the next mitigation fee audit will take place in 2027, Year 20 of Plan implementation.

Public Outreach/Engagement

In 2023, Save Mount Diablo continued to work with volunteers to maintain the Ang property riparian plantings. A volunteer Watering Crew performed tri-weekly waterings starting in September and through November, and in November volunteers and staff removed tubes and cages from dead trees. In 2023, six volunteers contributed a total of 43 hours to work on this property.





CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-2097

Agenda Date: 7/8/2024

Agenda #: 5.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: July 8, 2024

Subject: Public Works Annual Road Report for Calendar Year 2022 and 2023

Submitted For: Warren Lai | PUBLIC WORKS - DIRECTOR

Department: PUBLIC WORKS | TRANSPORTATION ENGINEERING DIVISION

Referral No: 1

Referral Name: Review legislative matters on transportation, water, and infrastructure

Presenter: Carl Roner | PUBLIC WORKS - TRANSPORTATION ENGINEERING DIVISION

Contact: Carl Roner (925) 313-2213

Referral History:

This report is similar to the Infrastructure Report that was accepted by the Board of Supervisors on October 17, 2023.

Referral Update:

This report is intended to be an annual consent agenda report from the Public Works Department to the Board of Supervisors. The report contains metrics that measure the success of the department in reaching its goals of safety, reliability, efficiency, multimodal mobility, equity, and sustainability. The report also highlights the internal processes and finances.

Recommendation(s)/Next Step(s):

ACCEPT the Annual Road Report for Calendar Years 2022 and 2023 dated June 2024, and DIRECT staff of the Director of Public Works to submit the report to the Board of Supervisors.

Fiscal Impact (if any):

None.



Contra Costa County
Public Works
Department

Annual Road Report

2022 and 2023

June 2024



Contra Costa County Public Works Department
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EXECUTIVE SUMMARY

The Contra Costa County Public Works Department (PWD) is pleased to present this Annual Road Report, which showcases its commitment to safety, reliability, efficiency, multi-modal mobility, equity/environmental justice, and sustainability. Over the past two years, PWD staff have worked towards achieving the goals and objectives in these critical areas, recognizing the impact they have on the well-being of our communities and the environment. Through innovative strategies, collaborative partnerships, and diligent planning, PWD has made progress to enhance and improve the road infrastructure, foster equitable access, and promote sustainable practices. In this report, the accomplishments, challenges, and upcoming initiatives are discussed to demonstrate that PWD will continue the pursuit for a safer, more efficient, and sustainable transportation network for all.



County Road Network Asset Inventory

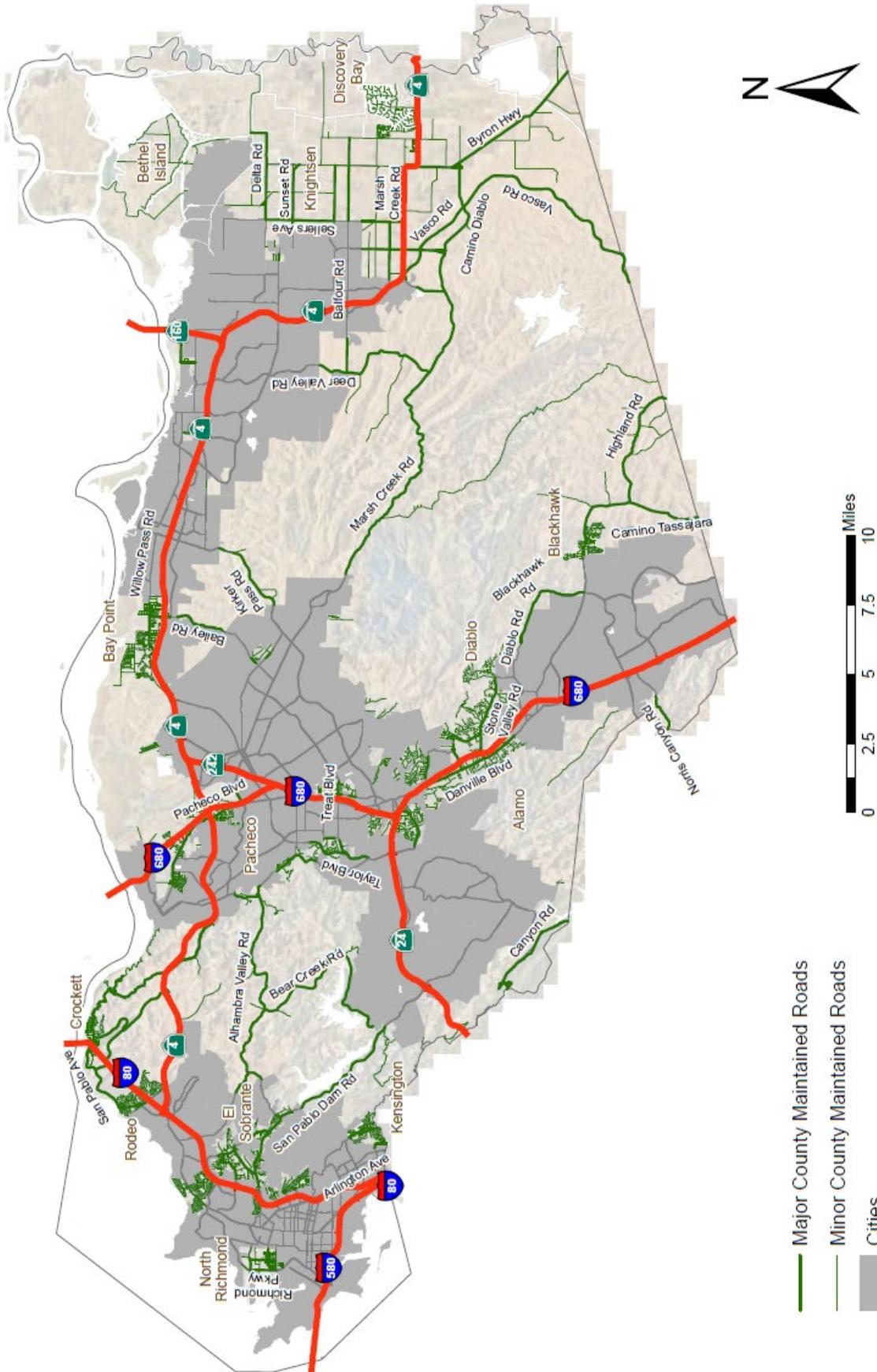
PWD currently maintains hundreds of facilities necessary for the safe and efficient transportation of its residents, businesses, and visitors from outside the County. The following list is a summary of the infrastructure that the PWD maintains as of the end of 2023:

- 657 miles of roads
- 86 vehicle bridges with a greater than 20-foot span
- 13 vehicle bridges with a less than 20-foot span
- 9 pedestrian bridges
- 105 traffic signalized intersections
- 1,075 crosswalks
- 25.1 miles of Class I Bike Paths
- 54.0 miles of Class II Bike Lanes (per side of street)
- 2.4 miles of Class III Bike Routes (per roadway lane)
- 0 miles of Class IV Bikeways, (3.0 miles in the planning stage)
- 441 miles of Sidewalks (per side of street)

A major function of the road program is to procure funding for capital expenditures. Over the last two years, PWD has applied for funding from the following grant programs:

- Federal programs:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant from the Infrastructure and Jobs Act (IIJA) passed by congress in 2021.
 - Safe Roads for All (SS4A) grant from IIJA.
 - Community Project Funding / Congressionally Directed Spending. (CPFCDs) from IIJA.
- State programs:
 - Active Transportation Program (ATP) grant.
 - Highway Safety Improvement Program (HSIP) grant.
- Local programs:
 - Transportation Development Act (TDA), Article 3 grant.
 - One Bay Area Grant (OBAG) grant.

The unincorporated county is all the territory within the County boundary that is not within an incorporated city. The County maintains all roads in unincorporated areas that are considered public and are not owned by a private interest such as a homeowners' association or a group of neighbors. Many of the roads, such as San Pablo Dam Road and Marsh Creek Road, link major population centers of the County. In addition, there are a large number of local roads within named communities such as Bay Point, Alamo, and North Richmond. The map on the next page shows the County-maintained road network in green. In order to demonstrate continuity of this road network within the County, the map also shows connecting roads located within cities as well as the freeway system that is maintained by the California Department of Transportation (Caltrans).



Unincorporated County Road Network Map

PROGRAM GOALS

PWD has achieved many successes with its Road Program over the last two years and has made progress in all six of its customer-focused goals. These goals, as noted in the figure below, include safety, reliability, efficiency, multi-modal mobility, equity/environmental justice, and sustainability. To achieve these goals, PWD reviews its internal processes, manages its finances, and ensures that its workforce is prepared to deliver on these goals. PWD’s accomplishments and initiatives are discussed on the upcoming pages.

Goals



Safety



Reliability



Efficiency



**Multi-Modal
Mobility**



**Equity/
Environmental
Justice**



Sustainability

Safety



Total Collisions

- 2022 452 Collisions
- 2023 442 Collisions



Fatal/Major Injury

- 2022 6 fatal, 64 Major Injury
- 2023 15 fatal, 49 Major Injury



Pedestrian-Involved Collisions

- 2022 19 Collisions
- 2023 18 Collisions



Bicycle-Involved Collisions

- 2022 23 Collisions
- 2023 22 Collisions



37.4% of vehicles exceed posted speed limit by 10 mph⁽¹⁾
 6.9% by 20 mph
 31.4% obey speed limit



Vision Zero Projects Status

Vision Zero Projects

Tier 0 | Tier 1 | Tier 2⁽²⁾

	Tier 0	Tier 1	Tier 2 ⁽²⁾
Total	5	10	20
Planning	0	6	0
Design	2	0	0
Construction	0	0	0
Complete	3	0	0

PWD’s engineers have been working on improving the roadway cross section to improve safety for all road users. This includes improvements that visibly narrow the traveled lane to slow down vehicles, and to provide a separation between motorists, bicyclists and pedestrians. PWD has also been installing rumble strips that warn motorists if they are departing their travel lane.

¹ A survey using a speed measuring device was placed on twenty major corridors throughout the County. The results were tabulated for each corridor and compared with the posted speed limit.

² Vision Zero projects were divided into three tiers at the time the Vision Zero Action Plan was adopted: Tier 0 were already underway; Tier 1 were considered a higher priority and were scoped out in the Vision Zero Final Report, and Tier 2 were other locations that were on the high injury network.

Accomplishments

Safety was a major consideration for PWD as it reviewed its plans, constructed capital improvements, and performed routine maintenance operations.

Plans

PWD initiated the following plans:

- In 2022 the County adopted the Vision Zero Action Plan which views road safety from the lens of a Safe Systems Approach, and which includes collaboration between engineers, public health providers, and legislators to reduce roadway injuries and fatalities. The Safe Systems Approach of the Vision Zero Plan involves the paradigm shift in roadway design and incorporates the concept that user error is not the primary cause of deaths on roads. It allows engineers, planners, legislators, and law enforcement to take a holistic approach to traffic safety with the understanding that the real problem is the transfer of kinetic energy into the human body during a vehicle collision. Pedestrians and bicyclists are particularly vulnerable to vehicle collisions, which is why there is a focus on separating these users from vehicles. Vision Zero involves encouraging users to obey speed limits with the knowledge that crash survivability for the most vulnerable users decreases dramatically with higher speeds. It also means placing less focus on vehicle convenience in terms of congestion and more focus on the transportation system taken as a whole. In 2023, the County became a Vision Zero Agency by adopting a resolution that affirms it will follow the tenants of the Vision Zero Action Plan.
- In 2022, the County adopted the Active Transportation Plan which includes a prioritized list of projects that are targeted to improve safety and accessibility for all modes of transportation (pedestrian, bicycle, and transit). As with Vision Zero, this plan reduces the focus on vehicle convenience and instead emphasizes the safety and mobility of all transportation users. This is another paradigm shift that supports the concept that if people are provided other safe alternatives to the automobile, then that action may reduce the number of vehicles on the roads, improving the network for everybody.

Capital Improvements

- The County funded and implemented the following safety projects in 2022 and 2023:
 - Appian Way at Fran Way Pedestrian Crosswalk Enhancements
 - Byron Highway Safety Improvements
 - Countywide Guardrail Upgrades – Phase 2
 - Deer Valley Road Safety Improvements
 - Vasco Road Safety Improvements
 - Walnut Boulevard Bike Safety Improvements
 - PWD began construction on the County's first roundabout located on Danville Boulevard at Orchard Court in Alamo. The project improved safety by reducing speeds and channelizing traffic into more predictable driving patterns. The project was completed in 2024.

- PWD completed or has underway the following safety projects:
 - San Pablo Dam Road and Bailey Road Signal Hardware Upgrade (2023)
 - Alves Lane Trail Crossing (2022)
 - Byron Highway/Byer Road Intersection Improvements (2022)
 - Crockett Area Guardrail Upgrade (2022)
 - Franklin Canyon Road Safety Improvements (2023)
 - Iron Horse Trail Crossings (2023)
 - Westminster and Kenyon Avenue Accessibility Project (2023)



Operations

PWD's Traffic Section implemented the following activities that support road safety:

- Conducted and updated traffic surveys to set enforceable speed limits.
- Deployed the radar speed feedback mobile trailer around the County for traffic calming purposes.
- Deployed mobile speed feedback signs on permanent posts. This initiative rotates speed feedback signs to the various posts in different areas of the County to encourage driver awareness of speeds. Speed reduction is a critical countermeasure in the Vision Zero Program.
- Conducted measurements in the field to set curve warning speeds for rural roads.
- Partnered with the California Highway Patrol (CHP) for enhanced enforcement of traffic laws. The PWD safety officer worked with the CHP to inform them of locations that might be worth enforcing. PWD also worked with CHP on a potential project to add pull-out areas to Marsh Creek Road so that traffic enforcement could be made possible on that narrow, winding road.
- Reviewed and adjusted signal timing at intersections. Signal timing was adjusted for the following reasons: to allow adequate time for vehicle movements such as left turn and through movements, to adjust the amount of time the light can be red for particular phases in order for the signal to clear the volume of traffic, and to adjust the timing for pedestrians during the walk cycle.
- Deployed and operated temporary traffic signals at various one-way roads due to slides and pavement failures.
- Conducted post fatal/major injury collision reviews to look for trends and focus on countermeasures.
- Reviewed traffic control plans and road closure permits.
- Proactively evaluated condition and placement of signs, striping, and traffic control devices.
- Maintenance Supervisors performed routine inspections on road conditions and safety issues.
- Conducted testing of traffic sign reflectivity to ensure signs are visible and in good condition.



- Installed speed humps on Loftus Road in Bay Point. The Bay Point community went through the Neighborhood Traffic Management Program process to arrive at this solution to speeding. It was decided to reduce speeds and cut-through traffic by installing the speed humps.
- Attended various meetings, such as the County's Block Party held in Concord, and various Municipal Advisory Council (MAC) meetings, to connect with the communities over road safety concerns.
- Responded to resident concerns about traffic safety, speeding, and their requests for stop signs.
- Highlighted safety campaigns through social media channels such as Facebook, X, and Nextdoor.

Initiatives

In the next three years PWD will be implementing the following safety initiatives:

- Plan, design, and construct Vision Zero and Active Transportation Plan identified projects.
- Continue on-going traffic operations efforts to collect data to aid in making informed decisions regarding safety.
- Continue reactive collision investigations and make every attempt to perform proactive investigations to determine common causes and elements of collisions.
- Review traffic surveys that need updating in order to set enforceable speed limits on County roads.
- Maintain a subscription to the location-based data service called StreetLight for analysis of the road network related to speed, turning movements, travel time, vehicle miles traveled, origin-destination, vehicle counts, bike counts, and pedestrian counts.
- Study and possibly construct pullouts on the narrow Marsh Creek Road to help with traffic enforcement.



Reliability



Bridge Condition (86 Bridges)

8% | 41% | 51%
 Poor | Fair | Good
 Goal
 < 5% in Poor Condition



Pavement Condition Index (PCI)

	Arterials	Collectors	Residential
2022	76	69	66
2023	75	73	72
Goal	80	80	75



Mobile Citizen App Road Related Inquiries

57% Illegal Dumping
 10% Pavement and Potholes
 8% Drainage
 8% Traffic Operations
 6% Trees and Vegetation
 11% Other



Culvert Condition

	Good	Fair	Poor	Not Rated
2022	59%	29%	7%	5%
2023	59%	29%	7%	5%

Road facilities must be maintained efficiently and effectively in order to be reliable. Often the funds for maintaining a road compete with funding for capital projects that improves a road to meet other goals. This section identifies accomplishments and initiatives that the County plans to follow in order to increase the reliability of the existing road network.

Accomplishments

Reliability was strongly considered by PWD during the last two years as shown by the results of its capital improvements and routine operations.

Capital Improvements

- In 2022, PWD completed the Marsh Drive Bridge Replacement Project. The existing bridge was seismically, structurally, and geometrically deficient. The new replacement bridge meets all current standards and includes bicycle and pedestrian facilities that connect it to the Iron Horse Trail. The project not only achieved PWD's goal of providing a reliable system, but also added safe, multi-modal accessibility.
- In 2022, PWD initiated design of the Wildcat Canyon Road Slide Repair which was a result of winter storm damage.
- In 2022, the County advertised for construction projects on Marsh Creek Road that will replace two existing bridges whose piers and foundations have been affected by fast-moving storm water in Marsh Creek.
- In 2023, PWD applied for Emergency Relief (ER) Funds for 47 road projects for road damage that occurred during the winter 2022/23 storms. These ER funds are funds from the Federal Highway Administration dedicated to returning roads to their pre-disaster condition as quickly as possible. The following are significant ER projects that were implemented:
 - San Pablo Dam Road Settlement Repair
 - Norris Canyon Road Slide Repair and Safety Improvements
 - Wildcat Canyon Road Erosion Repair
 - Morgan Territory Road Bridge Work and Repairs
 - Alhambra Valley Road Erosion Repair -- 1 mile east of Castro Ranch Road
 - San Pablo Dam Road Erosion Repair -- 200 feet east of La Honda Road
 - Piper Road Sinkhole Repair
 - Highland Road Erosion Repair at Collier Canyon Road
 - Canyon Road Sinkhole Repair
 - Bethel Island Road Sinkhole Repair
 - Port Chicago Highway Sinkhole Repair

Operations

PWD's Maintenance Division performs routine maintenance throughout the year to keep roads in suitable condition for travel. Work over the last two years included:

- Responding to numerous slides, flooding, and downed trees during the 2022/23 storm events and quickly reopening roadways.
- Further developing the asset management module in Maintstar, which is a work planning program, and integrated the system with a geographical information system (GIS) technology in order to better track asset conditions, inventory, and the planning of capital replacement work.
- Implementing the 2023 Surface Treatment Program in the communities of Bay Point, Pacheco, and Contra Costa Centre, and on Kirker Pass Road.
- Implementing the 2023 Base Failure Repair project in advance of Surface Treatment project.

The following table tabulates the amount of work that the Maintenance division did throughout the course of each year:

Maintenance Item	2022	2023
Chip Seal	320,000 square yards Pacheco, El Sobrante, Canyon, unincorporated Orinda	450,000 square yards East County rural roads, Briones, Tassajara
Asphalt Rubber Cape Seal	5000 square yards Unincorporated Moraga	0 square yards
Signs Replaced	756 signs	510 signs
Sign Posts Replaced	188 posts	1,995 posts
Road Restriping	325 lane miles	472 lane miles
Culverts Cleaned/Flushed	711 culverts	490 culverts
Culverts Replaced	1,812 linear feet	1,392 linear feet
Catch Basins Inspected	2,699 catch basins	1,777 catch basins
Catch Basins Cleaned/Flushed	229 catch basins	350 catch basins
Ditch Cleaning	12,858 linear feet	28,523 linear feet
Shoulder Repair	1,407 tons of gravel and hot mix asphalt (HMA)	1,105 tons of gravel and HMA
Pavement Patching	284,500 square feet	301,200 square feet
Potholes Filled	2,149 potholes	2,825 potholes
Crack Sealing	541,900 linear feet	516,200 linear feet
Guardrails Replaced	191 sections	144 sections
Hydraugers Maintained	103 hydraugers	122 hydraugers
Graffiti Removal	23,935 square feet	7,002 square feet
Debris Pickup	3,271 cubic yards	1,641 cubic yards

Initiatives

In the next three years, the PWD will be implementing the following work and projects related to operational reliability:

- Design and construct the 2022/23 storm damage projects identified above.
- Design and implement a rehabilitation project for the Pleasant Hill Road Bridge #154.

Efficiency



**Travel Time/Delay
Arterials⁽³⁾**

7.3 min per 15 miles travel

6.3 min - AM peak

8.1 min - PM peak



**Area of Benefit (AOB)
Projects**

Planning	1
Design	5
Construction	0
Complete	3



Vehicle Miles Traveled (VMT)⁽⁵⁾

24.8 home-based trips

17.9 work-based trips

Traffic congestion is a measurement of the delay a motorist experiences while a roadway operates with a number of vehicles greater than its capacity to smoothly transport them. This is a concern primarily for commuters. Efficiency projects are based on the mindset to make improvements that directly reduce travel times and vehicle congestion along corridors by adding lanes or making certain intersection improvements

³ The travel time delay was calculated using data collected from Streetlight. Streetlight processes data from cell phones in order to gain a composite of traffic volume and vehicle speeds within corridors. Twenty corridors on County roads were evaluated for weekdays during the peak hours over the two year period of 2022 and 2023 in order to determine how much delay was expected by a motorist that travels fifteen miles on county roads. Note that this value does not include travel on roads in cities or on the freeways. The results were split between the morning peak hour that typically occurs around 7:00 AM and the evening peak hour that typically occurs around 5:00 PM but varies from road to road.

such as adding or increasing the length of turn lanes. Efficiency projects are often in conflict with other goals of boosting safety and multi-modal access and with the desire to reduce the total Vehicles Miles Traveled (VMT) on the transportation network.

Accomplishments

PWD accomplished the following during 2022 and 2023.

- In compliance with State law, PWD added VMT as a metric to measure the transportation impacts caused by new projects and developments within the unincorporated areas of the County. VMT is a measurement of the total number of miles traveled by all vehicles on all unincorporated roads in the County.
- In compliance with State law, the PWD stopped using Level of Service (LOS) as a standard by which to measure new projects and development under the California Environmental Quality Act (CEQA). LOS is a measure of how efficiently the vehicle lanes and intersections operate and how much delay a road user can expect.
- Performed travel time/delay measurements and analyses on major arterials such as Treat Boulevard, San Pablo Dam Road, San Pablo Avenue, and Willow Pass Road.
- Utilized a new traffic data and analysis tool called StreetLight to gather data that previously required field measurements. See the footnote above for a discussion of what StreetLight is.
- Adjusted signal timing on a select number of traffic signals as it became necessary to improve efficiency of turning and through traffic and for pedestrians.

Initiatives

In the next three years, PWD will implement the following initiatives related to efficiency:

- Develop options to improve efficiency of intersections throughout the County.
- Continue to implement Active Transportation Projects to reduce VMT.

Multi-Modal Mobility



Inventory Change

Sidewalk --11,200 linear feet
 Bike Lanes -- 3,400 linear feet
 Curb Ramp -- 278 Ramps



Active Transportation Projects

Planning	2
Design	1
Construction	0
Complete	5

PWD’s goal regarding multi-modal mobility is to improve the road network so that other modes of transportation such as bicycles, pedestrians, and transit take priority over motor vehicles. The current thinking is that investment in multi-modal of facilities will give people other choices that will in turn reduce the total number of cars using a given corridor, which could help accomplish other goals such as safety, efficiency, and reducing VMT.

Accomplishments

In an effort to increase mobility in a variety of modes, PWD accomplished the following.

- Implemented the Complete Streets Policy by developing and using a checklist that fully incorporates verification into the project development process for road projects.
- Coordinated with Department of Conservation and Development (DCD) and Contra Costa Health Services (CC Health) to promote livability and health goals associated with active transportation facilities.

- Reviewed Surface Treatment Projects for 2022 and 2023 to find opportunities to restripe the roads to add bike facilities and other safety improvements. Blum Road and Imhoff Drive in unincorporated Martinez were selected for this change. This review was coordinated with the bicycle advocacy group Bike East Bay.
- Applied for and received ATP and Transportation Development Act, Article 3, Subregional Transportation Mitigation Program (TDA) funding for the following projects:
 - San Pablo Avenue Complete Streets/Bay Trail Gap Closure (ATP)
 - Pacifica Avenue Safe Routes to School Project (ATP)
 - San Miguel Drive Pedestrian Path (TDA)
 - Appian Way at Fran Way Pedestrian Crossing Enhancements (TDA)
 - Livorna Road Shoulder Widening (TDA)
 - Driftwood Drive and Mariners Cove Drive Pedestrian Improvements (TDA)
- Constructed the following capital bicycle/pedestrian improvement projects:
 - 2022 Countywide Curb Ramp Project (2022)
 - Alves Lane Trail Crossing (2022)
 - Byron Highway/Byer Road Safety Improvements (2022)
 - Danville Boulevard / Orchard Court Complete Streets Improvements (2023)
 - Fred Jackson Way First Mile/Last Mile Connection (2022)
 - Iron Horse Trail Crossing Enhancements (2023)
 - Mayhew Way and Cherry Lane Trail Crossing Enhancements (2022)
 - Westminster and Kenyon Avenue Accessibility Project (2023)
- Constructed fourteen curb ramps on Westminster and Kenyon Avenue and installed a double-sided RRFB system at the intersection of Kenyon Avenue and Trinity Avenue in Kensington.
- In 2022, the Board of Supervisors adopted the Active Transportation Plan including identifying the following seven priority projects:
 - North Richmond Neighborhood Network
 - Port Chicago Highway Complete Corridor (Bay Point)
 - Willow Pass Road Complete Streets Corridor (Bay Point)
 - San Pablo Avenue Complete Streets (Crockett to Rodeo)
 - San Pablo Avenue Gap Closure (Tara Hills)
 - Pacifica Avenue Safe Routes to School (Pay Point)
 - Parr Boulevard Complete Streets (North Richmond)



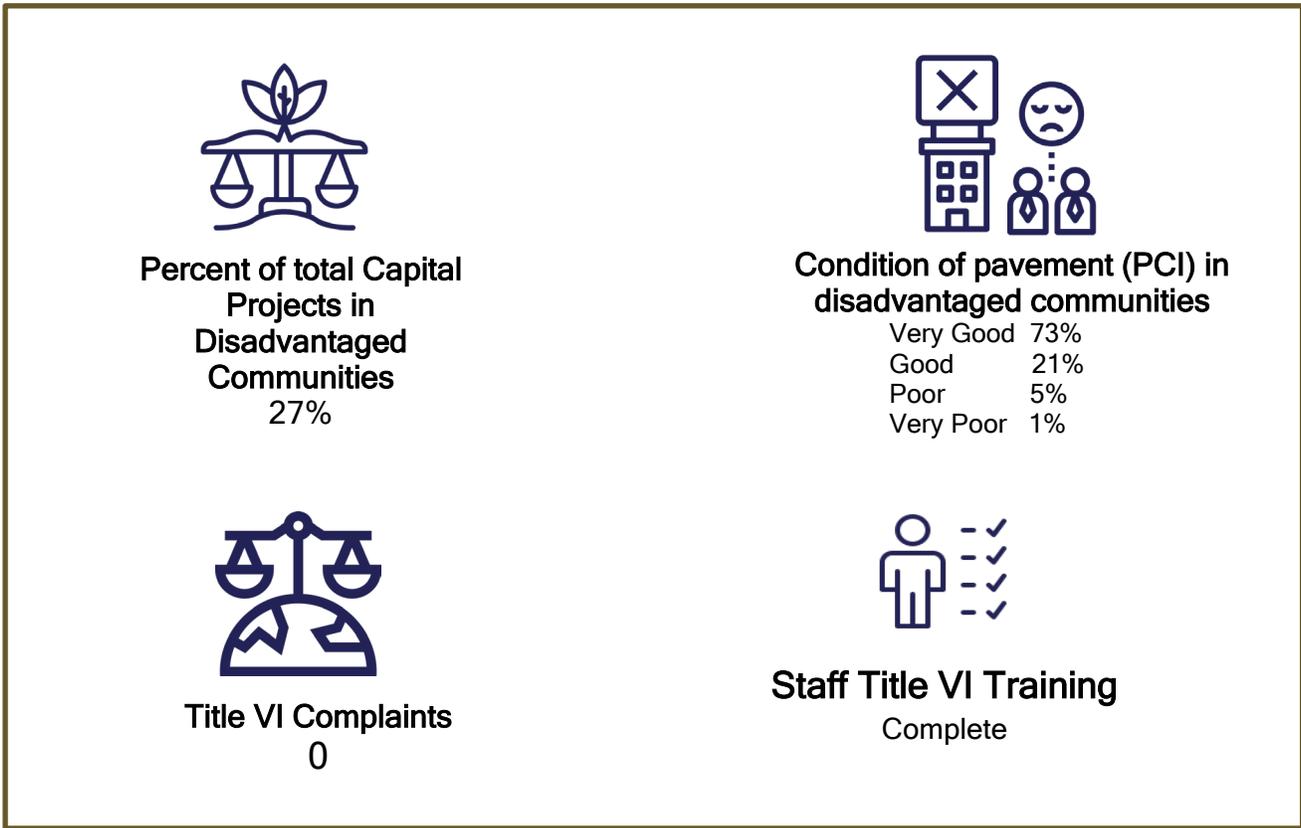
Initiatives

In the next three years, the following initiatives will be implemented related to multi-modal mobility:

- In 2024 PWD will construct the Hills Curb Ramps on Shawn Drive in Tara Hills.
- In 2024 PWD will construct the Bixler Road and Regatta Drive Intersection Improvements.
- PWD will complete the project to upgraded traffic signal hardware, installed advanced dilemma detection zone systems, and improved pedestrian crossing signal hardware at eleven intersections on San Pablo Dam Road and Bailey Road.
- PWD will develop Local Access Score and/or Latent Demand for all County roads to provide data that could be used to prioritize projects for multi-modal accessibility.
- In 2026 PWD will construct a two-way bicycle track and improve intersections on Bailey Road between Highway 4 and Willow Pass Road using ATP funding awarded in 2021.
- In 2026 PWD will construct Class IV bike lanes and intersection improvements along Treat Boulevard between North Main Street and Jones Road using State Improvement Program (STIP) funding that was awarded in 2020.
- In 2027 PWD will construct a two-way bicycle track and intersection improvements on Pacifica Avenue between Port Chicago Highway and Driftwood Drive in Bay Point to serve Riverview Middle School and Shore Acres Elementary School.



Equity/Environmental Justice



PWD’s goal is to strengthen and expand equity, access and inclusion for all county residents and communities, especially those most impacted by racial and socioeconomic disparities. Many of the grant funding sources pursued by PWD, like ATP and SS4A, now require that investments be prioritized for impacted communities that have historically been neglected and/or adversely affected by past practices. The County’s General Plan contains goals to reduce fossil fuel use by reducing VMT as discussed above. The corresponding reduction in pollution and greenhouse gas emissions would benefit the population as a whole, but especially benefits impacted communities.

Accomplishments

In an effort to improve equity and environmental justice, PWD completed or had significantly underway the following:

- Conducted Title VI training for PWD staff.
- Executed a new County contract for language interpretation and translation services.
- Executed a new County service contract for hearing-impaired interpreters.
- Evaluated the distribution of past construction projects in impacted and non-impacted



communities within the unincorporated areas to help measure where future infrastructure investment should go.

- Evaluated road condition assessment values in impacted and non-impacted communities.
- Evaluated Environmental Justice impacts during the environmental impact analysis for County road projects.

Initiatives

In the next three years, PWD will implement the following initiatives related to equity and environmental justice:

- Continue providing Title VI training for all PWD staff.
- Develop GIS mapping to analyze and evaluate the asset conditions in impacted and non-impacted communities.
- Develop GIS mapping to analyze and prioritize projects that are located in impacted areas.
- Develop staff training on how to obtain meaningful public involvement in transportation decision making.
- Evaluate census information within County unincorporated areas to determine where people do not speak English well and where their primary language is something other than English.



Sustainability



Complete Streets Facilities

Sidewalk	11,200 linear feet
Bike Lanes	3,400 linear feet
Curb Ramp	278 Ramps



Green Infrastructure Built

2 bio-retention facilities



Vehicle Miles Traveled (VMT)
 24.8 home-based trips
 17.9 work-based trips



Street Trees Planted
 Program under development

Today there is a greater focus on the longevity of projects than was previously considered. This is especially true in the face of climate change and the problems it has caused. An example of a sustainability project is one that may address sea level rise by increasing the elevation of a facility or otherwise protecting a facility from inundation during tidal events and storm flooding events that are exacerbated by higher tides. Another example of a sustainability project is one that reduces greenhouse gas (GHG) emissions. GHGs are atmospheric gases that are released by industry and cars that are linked to climate change. The active transportation program projects discussed with the multi-modal mobility goal are envisioned to replace vehicle use by pedestrian and bicycle use, which will have an effect on the quantity of GHGs generated on County roads.

Accomplishments

In an effort to improve sustainability, PWD did the following:

- Completed construction of the Tara Hills Trash Capture Installation project where a trash capture device was installed.
- County Watershed group created GIS mapping tool of green infrastructure facilities in the unincorporated County for asset management and performance evaluation.
- Added VMT metric as a key performance indicator for unincorporated County using location-based data.
- Planted 38 street trees along Fred Jackson Way as part of the Fred Jackson Way First Mile/Last Mile project.



Initiatives

In the next three years, PWD will implement the following initiatives related to sustainability:

- Continue to implement the Municipal Regional Permit (MRP) 3.0 per State law and analyze the impact to project budgets.
- Continue the street sweeping program for curbed streets to help in the removal of trash and heavy metals discharged by vehicles.
- Begin planning for 2024 Trash Capture Device Installation Project by coordinating with the Watershed Group.
- Participate in an evaluation/pilot project on the use of low-carbon concrete for County projects.



ROAD PROGRAM HIGHLIGHTS

In addition to the six goals discussed in the previous sections, PWD has worked within the areas of finance and internal processes. The following sections highlight what PWD has accomplished in the last two years and what it plans to accomplish in the coming years with respect to the Road Program.

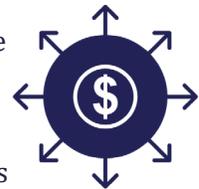
Financial

In order to accomplish all of the transportation goals mentioned above, revenue and expenses must be carefully accounted for by PWD. Budget management, revenue generation, and financial compliance are important components of managing PWDs' finances.

Budget Management

Budgets are managed in a variety of ways. A list of accomplishments follows:

- Continued to develop the financial database tool known as the "TM1 database budget tool" that is being used to plan and track expenditures.
 - Used the TM1 budget tool to evaluate various funding level scenarios that analyzed the potential reduction in revenues, increased project costs due to inflation, and higher project load (i.e. local matches) from grant funding opportunities.
 - Used the TM1 budget tool to determine the cash flow needed for the County Administrator's Office (CAO) to potentially fund the local match requirement for grant funds. Evaluated multi-year budgets to determine the funding capacity for local grant matches, which are often on the order of five to twenty percent of project cost.
- Made a presentation to the BOS regarding budget challenges and on the potential impacts to the road budget resulting from applying for federal IIJA and other grant funding.
- Revamped the Capital Road Improvement and Preservation Program (CRIPP) document to make it more user-friendly.



Revenue Generation

PWD revenue for roads is generated from a variety of sources. A short list of accomplishments follows:

- Secured \$21 million in grant funding to address safety and multi-modal mobility goals.
- Continued to collect impact fees from developers to pay for the traffic impacts caused by development. The major way that PWD collects impact fees is through the Area of Benefit (AOB) program. The County has sixteen AOBs, each of which consist of a finite geographical area and a certain number of transportation projects such as traffic signals or road. These projects are intended to mitigate for the traffic impact caused by development and can be installed by a developer in lieu of paying their fees or by a capital road project that PWD initiates using the pooled



developer impact fees. This program generated approximately \$1,500,000 in funding per year for future AOB projects.

- Solicited Congressionally Directed Spending Requests.

Financial Compliance

PWD accomplished the following related to financial compliance:

- Received unanimous approval of the road program budget by the BOS during the annual County budget process.
- Prepared and submitted the Road Maintenance and Rehabilitation Account (RMRA) project delivery plan and actual expenditures to the State as required by Senate Bill 1 (SB1).
- Participated in one financial audit between 2022 and 2023. No corrective action items were identified.
- Participated in an audit of the Title VI program by Caltrans which is required by agencies that receive federal financial assistance. No corrective actions were identified as a result of the audit.



Financial Initiatives

In the next three years, PWD will engage in the following activities:

- Seek federal reimbursement for 2022/23 storm damage projects.
- Continue to update the AOB Development Impact Fee programs to secure funding to address development traffic impacts on the existing transportation network.
- Continue seeking funding such as grants for the portion beyond the development's fair share contribution.

Internal Processes

PWD has worked on standardizing procedures and collaborating and coordinating with various partner entities.

Standardizing Procedures

PWD has taken the following actions to standardize procedures:

- PWD has been accredited by the American Public Works Association since 2003. Accreditation is a process that occurs every four years that facilitates PWD's continuous improvement of its standards and procedures based on the concerns and policies of the present day. The fact that PWD has been accredited since the inception of the accreditation program demonstrates that PWD is a leader in the industry and holds itself to a high standard with regard to its practices.

Collaboration/Coordination

PWD has collaborated and coordinated with the following entities:

- Individual County Supervisors during monthly Supervisor Meetings.
- DCD and CC Health in a bimonthly coordination meeting to discuss transportation issues as they relate to public health.
- The advocacy group Bike East Bay in quarterly meetings.
- The Countywide Bicycle Advisory Committee (CBAC) during an annual meeting.
- Various Municipal Advisory Council (MAC) meetings in the many communities within the County.
- Active Transportation Outreach Campaign with the cities and various agencies.
- California Highway Patrol (CHP) related to traffic safety and Vision Zero on an as-needed basis.
- The Vision Zero Technical Advisory Committee (TAC) during an annual meeting.
- The Sheriff's office on an as-needed basis to deal with issues such as illegal dumping and homelessness.
- The City County Engineers Advisory Committee (CCEAC).
- The Technical Coordinating Committee of the Contra Costa Transportation Authority (CCTA) during.
- County Engineers Association of California (CEAC).
- The Local Streets and Roads Committee of the Metropolitan Transportation Committee (MTC).
- The various utility companies during a design coordination meeting.

LOOKING AHEAD

With the COVID19 pandemic now basically over, PWD is looking forward to a generally positive outlook over the next seven-year period for transportation in the County. However, inflation and competing priorities for the fixed amount of local funding the County annually receives will remain a large challenge. Also, hiring qualified staff remains a challenge.

As noted throughout this report, PWD has been successful at receiving grant funds and will be administering these projects for the next several years. However, grant funds come with a challenge because they must include a local match, and historically the main source for these local match funds has been the gas tax. The good news is that the road program received a welcome boost when the BOS voted to provide additional funds out of the general fund revenue to fund large infrastructure projects that could not be built if these were not provided.

Another significant challenge for the next several years is the repair of infrastructure from damage caused by the winter storms that occurred during the winter of 2022/23. Many projects have been generated by requesting Emergency Relief Federal Funds. Federal funds do not cover the entire cost of these projects, which causes yet another significant challenge for deciding how to allocate gas tax and other local funds.

A major goal over the next seven years is to continue to increase the amount of available funding for the pavement surface treatment program and the routine maintenance of County roadway. Investing in maintenance of roads is wise because if a road deteriorates further than a surface treatment can fix, it will require a much more expensive pavement replacement. A major challenge for maintenance is that the funding source per year is fixed and grants are not available to fund the increases.

A new challenge for PWD is funding multi-modal and green street maintenance. These facilities require specialized equipment and training, which substantially increases the cost per mile of roadway when compared with similar roadways that were designed primarily for the efficient throughput of automobiles. This means that unless new funding sources are found, it is likely that the overall level of maintenance will decrease, which will lead to an even greater share of the funds needing to go to reactive maintenance such as pothole filling and base failure repairs. This may ultimately cut into the capital improvement budget, which would make highly-needed projects unfundable.

CONCLUSION

This annual road report highlights PWD's commitment to the community-focused goals of safety, reliability, efficiency, multi-modal mobility, equity and environmental justice, and sustainability. Through our employees' efforts and collaborative partnerships, we have strived to enhance the lives of our residents by prioritizing their well-being, accessibility, and environmental stewardship. As we reflect on the achievements of the past years, the PWD recognizes that the journey towards a more resilient and inclusive transportation system is ongoing. With collective determination and support of our vibrant community, PWD is confident that the road ahead will lead to a safer, more equitable, and sustainable Contra Costa County for generations to come.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 24-2098

Agenda Date: 7/8/2024

Agenda #: 6.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: July 8, 2024

Subject: Report on Local, State, Regional, and Federal Transportation Related Legislative and Planning Activities

Submitted For: TRANSPORTATION, WATER, & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: Legislative Matters on Transportation, Water, and Infrastructure

Presenter: John Cunningham - DCD | Mark Watts - Smith, Watts, & Hartmann, LLC

Contact: John Cunningham (925) 655-2915

Referral History:

The transportation, water, and infrastructure legislation and planning report is a standing item on the Committee's agenda.

Referral Update:

In developing transportation related issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee.

This report includes four sections, 1: **Local**, 2: **Regional**, 3: **State**, and 4: **Federal**.

1. Local

Accessible Transportation Strategic Plan

See attached Bay Area News Group Article: *Big boost for Contra Costa's one-call paratransit plan*

2. Regional

No regional report in July.

3. State

The County's legislative advocate will be at the July Committee meeting, the monthly report is attached.

SB1031 (Wiener) Connect Bay Area Act

The Committee provided direction to staff at our last meeting regarding SB1031. Subsequent to that direction, the bill was paused at the request of the authors. The move was reportedly due to opposition from Santa Clara County/San Jose which included concerns about empowerment of the Metropolitan Transportation Commission, potential conflicts with existing sales tax mechanisms, and the amount of return-to-source.

4. Federal

No federal report in July.

Recommendation(s)/Next Step(s):

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

Fiscal Impact (if any):

N/A

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July 2, 2024

To: Transportation, Water, and Infrastructure Committee
c/o John Cunningham, TWIC Staff

From: Mark Watts

Re: July 2024 TWIC State Report

I am pleased to provide the following report on activities occurring in the state Capitol, including specifically updated information on legislative and budgetary activities:

Legislature

July 3 is this year's deadline for measures to move out of policy committee and together with the start of the new fiscal year on July 1, June was a busy month for the Legislature.

The Legislature is set to break for their month-long recess starting with the July 4 holiday and will return to Sacramento on August 5 to focus on fiscal (i.e., Appropriations Committee) hearings and wrapping up legislative business for the two-year session by August 31.

ACA 1 and ACA 10

Of all the legislative activity in June, amendments to ACA 10 (Aguiar-Curry & Wicks) to replace ACA 1 (Aguiar-Curry) on the November 2024 ballot has been of particular interest to transportation interests. ACA 1, passed by the Legislature in September 2023, proposed to reduce voter thresholds for local bonds and local sales tax measures for infrastructure purposes to 55%. However, various stakeholder groups – from the transportation construction industry to affordable housing organizations – conducted voter research to determine voter sentiment on the matter. After a series of polls suggested the reduced thresholds for local sales tax measures was less popular than the bond provisions and could lead to ACA 1 failing this fall, the Legislature decided to course correct and limit the constitutional changes to just the bond provisions, much to the dismay of transportation sales tax counties. While only time will tell the ultimate outcome of ACA 10 later this year, recent polling from the PPIC suggests voters are not inclined to borrow money this year, which would also be indicative of their feelings towards making local borrowing easier.

State Budget

On June 22, Governor Gavin Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas, [announced](#) that they had reached [agreement](#) on the 2024-25 state budget. The Legislature approved two budget bills reflecting the final spending agreement

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with the Governor, as well as more than a dozen trailer bills, on June 26. The final budget agreement incorporates a multi-year balanced budget approach across the budget year and 2025-26 based on current revenue and expenditure projections and closes a budget deficit of about \$45 billion and \$30 billion, respectively. (Both houses have issued summaries of the budget agreement: [Senate](#) | [Assembly](#)). As proposed, the Budget Act of 2024 contains a total of \$46.8 billion in solutions for 2024-25:

Key transportation budget highlights include:

- *Active Transportation Program (ATP).* The budget allocates \$100 million General Fund in 2024-25, \$100 million General Fund in 2025-26, and a commitment of another \$400 million General Fund to the ATP through fiscal year 2029-30. Recall, the Governor proposed a \$600 million General Fund reduction to the ATP and the Legislature responded with a proposal to backfill that cut with \$600 million from in State Highway Account (SHA).
- *Transit and Intercity Rail Capital Program (TIRCP) – Formula Funding.* The Budget maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023, but replaces \$839 million in General Fund with Greenhouse Gas Reduction Funds (GGRF –Cap-and-Trade revenues account) and the allocates the funding based on the appropriation timeline included in the Governor’s January Budget:
 - \$2 billion is appropriated in Fiscal Year 2023-24;
 - \$1 billion is appropriated in Fiscal Year 2024-25;
 - \$1 billion is approved for appropriation in Fiscal Year 2025-26.
- *Zero-Emission Transit Capital Program.* The joint plan maintains the total amount of funding approved in the Budget Act of 2023, but updates the appropriation timeline as follows:
 - \$190 million is appropriated in Fiscal Year 2023-24;
 - \$220 million is appropriated in Fiscal Year 2024-25;
 - \$230 million is approved for appropriation in Fiscal Year 2026-27; and
 - \$460 million is approved for appropriation in Fiscal Year 2027-28.
- *Transit and Intercity Rail Capital Program (TIRCP) – Competitive Funding.* The final spending plan rejects the proposed cut of \$148 million to the Competitive TIRCP contained within the Governor’s May Revise.
- *Grade Separations.* The final budget preserves \$150 million for high-priority grade separations. Recall, the Governor’s May Revise proposed cutting \$350 million for these purposes. Specifically, the 2024 Budget Act will provide \$75 million General Fund in 2025-26 and \$75 million SHA in 2026-27 (all subject to future appropriation) for targeted grade separation projects and prioritizes funding for already awarded grade separations

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projects in existing transportation programs (TIRCP, Trade Corridor Enhancement Program, etc.) through trailer bill.

- *Highways to Boulevards*. Provides \$75 million GGRF for the Highways to Boulevards program (the 2022 Transportation Package originally appropriated \$150 million General Fund).

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APPENDIX

KEY transportation BILL OF NOTE

AB 6 (Friedman): This bill strengthens the authority of the California Air Resources Board over Sustainable Communities Strategies submitted by transportation planning agencies. The measure had been pending since last year in the Senate transportation Committee and was recently amended to update elements of the measure and to prepare for presentation in committee.

Status: *Author dropped in Senate Transportation committee*

AB 7 (Friedman): This bill requires CalSTA, Caltrans, and the CTC, on or after January 1, 2025, to incorporate the goals related to the CAPTI into program funding guidelines and planning processes. Additionally, this bill requires the California Transportation Plan to include a financial element.

Status: *Senate Inactive*

AB 2535 (Bonta): This bill would eliminate general purpose lanes as an eligible use for TCEP under any circumstance and eliminate highway capacity as an eligible use in disadvantaged communities. Should a highway project under TCEP expand the highway footprint in limited instances, the bill would require full mitigation of all environmental impacts.

Status: *Failed Appropriations Committee*

AB 2086 (Schiavo): AB 2086 would require Caltrans to report to the Legislature on how it advanced its Core Four (safety, equity, climate action, and economic prosperity) priorities with the funding that was made available to it in the preceding 5 fiscal years. AB 2086 would also create a new role for the CTC to develop performance targets for the Core Four goals.

Status: *Senate Appropriations*

AB 2290 (Friedman): AB 2290 would, among other things, require a bicycle facility that is identified for a street in an adopted bicycle plan or active transportation plan to be included in a project funded by the program that includes that street. This is of concern for rural counties and areas.

Status: *Senate Appropriations*

SB 960 (Wiener): SB 960 would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected” complete streets facilities unless an exemption is documented and approved. SB 960 would also require the CTC to adopt targets and performance measures related to making progress on complete streets. Finally, SB 960 would require Caltrans to adopt a Transit Priority Project policy for state and local highways.

Status: *Assembly Transportation*

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

File name: Master

California

1. **CA AB 6**



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

Our Forecast ⓘ
▼ Show More

1st Committee



1st Fiscal Committee



1st Chamber



2nd Committee



2nd Chamber

Executive

Author: Laura Friedman (D-044)

Title: Transportation Planning: Regional Transportation Plans

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/05/2022

Last Amend: 05/30/2024

Disposition: Pending

Location: Senate Transportation Committee

Summary: Provides that existing law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks. Requires a metropolitan planning organization, before adopting amendments to a plan, to quantify the reduction in the emissions projected to be achieved by amendments.

Status: 05/30/2024 From SENATE Committee on TRANSPORTATION with author's amendments.
05/30/2024 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

2. **CA AB 7**



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining

Slow Moving Bill

Our Forecast ⓘ
▼ Show More

1st Committee



1st Fiscal Committee



1st Chamber



2nd Committee



2nd Fiscal Committee



2nd Chamber



Author: Laura Friedman (D-044)

Title: Transportation: Planning: Project Selection Processes

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/05/2022

Last Amend: 09/01/2023

Disposition: Pending

File: A-25

Location: Senate Inactive File 

Summary: Provides that the Secretary of Transportation, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. Requires the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified principles into their existing program funding guidelines and processes.

Status: 09/11/2023 In SENATE. From third reading. To Inactive File.

3. **CA AB 38**



SESSION ADJOURNMENT
 August 30, 2024
 59 Days Remaining



Very Fast Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ^① ▼ Show More	✓	✓	✓	✓		

Author: Alex Lee (D-024)

Title: Light Pollution Control

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/05/2022

Last Amend: 06/28/2023

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Relates to the Warren-Alquist State Energy Resources Conservation and Development Act, which requires the State Energy Resources Conservation and Development Commission to adopt lighting and other building design and construction standards that increase efficiency in the use of energy. Requires, with certain exceptions, an agency to ensure that an outdoor lighting fixture that is newly installed on a structure or land that is owned, leased, or managed by the agency meets certain criteria.

Status: 09/01/2023 In SENATE Committee on APPROPRIATIONS: Held in committee.

4. CA AB 52



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ^① ▼ Show More	✓	✓	✓	✓		

Author: Timothy S. Grayson (D-015)
Title: Income Tax Credit: Sales and Use Taxes Paid
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/05/2022
Last Amend: 06/15/2023
Disposition: Pending
Location: Senate Appropriations Committee
Summary: Relates to the Sales and Use Tax Law. Allows a credit against those taxes to a taxpayer in an amount equal to the amount of tax reimbursement paid during the taxable year for sales tax on gross receipts that would be exempt from taxation pursuant to the sales and use tax exemption. Allows a similar tax credit against those taxes to a taxpayer in an amount equal to the amount of use tax paid during the taxable year for storage, use, or other consumption that would be exempt from taxation under that law.
Status: 09/01/2023 In SENATE Committee on APPROPRIATIONS. Held in committee and made a Two-year bill.

5. CA AB 73



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Very Fast Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
Our Forecast ^① ▼ Show More	✓	✓	✓			

Author: Tasha Boerner (D-077)
Title: Vehicles: Required Stops: Bicycles
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/13/2022
Last 03/09/2023

Amend:

Disposition: Pending

Location: Senate Transportation Committee

Summary: Requires a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified.

Status: 07/11/2023 In SENATE Committee on TRANSPORTATION: Not heard.

6. **CA AB 364**



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Very Fast Moving Bill

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

Our Forecast ⓘ
▼ Show More



Author: Isaac G. Bryan (D-055)

Title: Street Furniture Data: Statewide Data Platform

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/01/2023

Last Amend: 04/11/2023

Disposition: Pending

Location: Senate Transportation Committee

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. Requires the Department to designate the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council to advise on the development of the initial and subsequent guidelines, and review the reports related to those guidelines.

Status: 06/14/2023 To SENATE Committees on TRANSPORTATION and JUDICIARY.

7. **CA AB 1567**



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Very Fast Moving Bill

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

Our Forecast ⓘ
▼ Show More



95%

Author: Eduardo Garcia (D-036)
Title: Safe Drinking Water, Wildfire Prevention, Drought Prep
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/17/2023
Last Amend: 05/26/2023
Disposition: Pending
Location: Senate Natural Resources and Water Committee
Summary: Enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in a specified amount to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.
Status: 05/22/2024 Re-referred to SENATE Committee on NATURAL RESOURCES AND WATER.

8. **CA AB 1778**



SESSION ADJOURNMENT
 August 30, 2024
 59 Days Remaining

➤ **Slow Moving Bill**

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

Our Forecast ⓘ
 ▼ **Show More**



Author: Damon Connolly (D-012)
Title: Vehicles: Electric Bicycles
Fiscal Committee: no
Urgency Clause: no
Introduced: 01/03/2024
Last Amend: 05/30/2024
Disposition: Pending
File: 76
Location: Senate Third Reading File  
Summary: Establishes the Marin Electric Bicycle Safety Pilot Program that would, until specified date, authorize a local authority within the County of Marin, or the County of Marin in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 16 years of age from operating a class 2 electric bicycle or require a person operating a class 2 electric bicycle to wear a bicycle helmet.

Status: 05/30/2024 In SENATE. Read second time and amended. To third reading.

9. CA AB 2086



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ^① ▼ Show More	✓	✓	✓	✓		

Author: Pilar Schiavo (D-040)

Title: Transportation Funding: California Transportation Plan

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/05/2024

Last Amend: 04/15/2024

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Provides that existing law requires the Department of Transportation to prepare the State Transportation Plan. Requires the plan to include a financial element that summarizes the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues. Requires the department to enhance an existing public online dashboard to display specified plan information.

Status: 06/25/2024 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)

10. CA AB 2290



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Fast Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ^① ▼ Show More	✓	✓	✓	✓		

Author: Laura Friedman (D-044)

Title: Transportation: Class III Bikeways: Bicycle Facilities

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/12/2024

Last Amend: 06/13/2024

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Provides that existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation through the adoption of a program of projects. Prohibits the commission from adding a project that creates a Class III bikeway or adds a specific road marking used to inform road users that bicyclists might occupy the travel lane to the program of projects, with certain exceptions.

Status: 06/24/2024 In SENATE Committee on APPROPRIATIONS: To Suspense File.

11. CA AB 2535



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

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

Our Forecast ⓘ
▼ Show More



Author: Mia Bonta (D-018)

Title: Trade Corridor Enhancement Program

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/13/2024

Last Amend: 04/24/2024

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Requires the State Transportation Commission, the Department of Housing and Community Development, and the State Air Resources Board to create guidance for the programming of projects under the Trade Corridor Enhancement Program that expand the physical footprint of a highway in a community in the highest specified percent of CalEnviroScreen communities. Requires this guidance to be incorporated into the programming cycle.

Status: 05/16/2024 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

12. CA AB 2583



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Fiscal Committee 2nd Chamber

Our Forecast [ⓘ]
▼ Show More



Author: Marc Berman (D-023)
Title: School Zones: Speed Limits
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/14/2024
Last Amend: 06/27/2024
Disposition: Pending
Location: Senate Appropriations Committee

Summary: Establishes a prima facie speed limit of a specified number of miles per hour in a school zone, subject to specified conditions, including, among others, when a school speed limit sign states when children are present and children are present and when a school speed limit sign states specific hours. Authorizes a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of a specified number of miles per hour in a school zone.

Status: 07/01/2024 Withdrawn from SENATE Committee on LOCAL GOVERNMENT.
 07/01/2024 Re-referred to SENATE Committee on APPROPRIATIONS.

13. CA AB 2634



SESSION ADJOURNMENT
 August 30, 2024
 59 Days Remaining

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

Our Forecast [ⓘ]
▼ Show More



Author: Kevin McCarty (D-006)
Title: Sacramento Regional Transit District
Fiscal Committee: no
Urgency Clause: no
Introduced: 02/14/2024
Last Amend: 05/30/2024
Disposition: To Governor
Location: To Governor

Summary: Provides that existing law requires each transit operator that offers reduced fares to senior citizens to also offer reduced fares to disabled persons and disabled veterans. Exempts the Sacramento Regional Transit District from that requirement until the specified date. Prohibits, if the district reduces fares for senior citizens below the rate offered to disabled persons or disabled veterans, the

district from increasing rates for disabled persons and veterans. Requires the district to submit a report.

Status: 07/01/2024 *****To GOVERNOR.

14. CA ACA 2



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining

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

Our Forecast ^①
▼ Show More



Author: Juan Alanis (R-022)
Title: Water Resiliency Act of 2024
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/05/2022
Last Amend: 03/06/2024
Disposition: Pending

Location: Assembly Water, Parks and Wildlife Committee

Summary: Requires the Treasurer to annually transfer an amount equal to a specified percent of all State revenues from the General Fund to the State Water Resiliency Trust Fund. Appropriates moneys in the fund to the State Water Commission for its actual costs of specified water infrastructure projects. Requires the State Auditor to annually conduct a programmatic review and an audit of expenditures from the Trust Fund and to report those findings.

Status: 03/06/2024 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments.
03/06/2024 In ASSEMBLY. Read second time and amended. Re-referred to Committee on WATER, PARKS AND WILDLIFE.

15. CA ACA 10



1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Fiscal Committee 2nd Chamber

Our Forecast ^①
▼ Show More



Author: Cecilia M. Aguiar-Curry (D-004)

Title: Local Government Financing: Affordable Housing

Fiscal Committee: yes

Urgency Clause: no

Introduced: 03/06/2023

Enacted: 06/27/2024

Disposition: Adopted

Location: Chaptered

Chapter: 2024-134

Summary: Provides that ACA 1 would condition the imposition, extension, or increase of a sales and use tax, transactions and use tax, or a parcel tax by a local government for funding public infrastructure, affordable housing, downpayment assistance, or permanent supportive housing on that tax being approved by the governing board and its voters. Authorizes the Legislature, subject to a 2/3 vote, to impose additional conditions or restrictions on the acquisition or lease of real property for bonded indebtedness.

Status: 06/27/2024 Read third time. Adopted by SENATE. To enrollment. (31-8)
 06/27/2024 Enrolled.
 06/27/2024 Chaptered by Secretary of State.
 06/27/2024 Resolution Chapter No. 2024-134

16. **CA SB 30**



SESSION ADJOURNMENT
 August 30, 2024
 59 Days Remaining



Very Fast Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓		

Author: Thomas J. Umberg (D-034)

Title: Transportation: Zero-Emission Vehicle Signage

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/05/2022

Last Amend: 06/19/2023

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Requires 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 and fueling station signage to be placed along State highways based on charger or fueling type and vehicle compatibility, in order to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations.

Status: 09/01/2023 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

17. CA SB 768



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓		

Author: Anna M. Caballero (D-014)

Title: California Environmental Quality Act: Transportation

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/17/2023

Last Amend: 05/29/2024

Disposition: Pending

Committee: Assembly Appropriations Committee

Hearing: 07/02/2024 9:30 am, State Capitol, Room 447

Summary: Requires the Transportation Agency, in consultation with local governments and other interested parties, subject to an appropriation, to conduct and post on its website a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to the California Environmental Quality Act. Requires the study to include an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas.

Status: 07/02/2024 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

18. CA SB 960



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓		

Author: Scott D. Wiener (D-011)

Title: Transportation: Planning: Complete Streets Facilities

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/23/2024

Last Amend: 05/16/2024

Disposition: Pending

Location: Assembly Second Reading File

Summary: Requires all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified. Requires the targets and performance measures adopted by the commission to include objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.

Status: 07/01/2024 From ASSEMBLY Committee on TRANSPORTATION: Do pass as amended to Committee on APPROPRIATIONS.

19. CA SB 961



SESSION ADJOURNMENT
 August 30, 2024
 59 Days Remaining



Slow Moving Bill



Author: Scott D. Wiener (D-011)

Title: Vehicles: Safety Equipment

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/23/2024

Last Amend: 06/21/2024

Disposition: Pending

Committee: Assembly Privacy and Consumer Protection Committee

Hearing: 07/02/2024 1:30 pm, State Capitol, Room 126

Summary: Provides that existing law prohibits a person from driving a vehicle upon a highway at a speed greater than the speed limit. Requires, commencing with the specified model year, certain new vehicles to be equipped with a passive intelligent speed assistance system that would utilize a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than a specified number of miles per hour over the speed limit. Provides that a violation would be a crime.

Status: 06/21/2024 From ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION with author's amendments.
 06/21/2024 In ASSEMBLY. Read second time and amended. Re-referred to ASSEMBLY Committee on PRIVACY AND CONSUMER PROTECTION.

CA SB 1031



SESSION ADJOURNMENT
August 30, 2024
59 Days Remaining



Slow Moving Bill

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

Our Forecast ⓘ
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Author: Scott D. Wiener (D-011)

Title: San Francisco Bay Area: Local Revenue Measure

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/06/2024

Last Amend: 05/20/2024

Disposition: Pending

Location: ASSEMBLY

Summary: Authorizes the Metropolitan Transportation Commission to raise and allocate new revenue and incur and issue bonds and other indebtedness. Authorizes the commission to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, with specified exceptions, in accordance with applicable constitutional requirements.

Status: 05/24/2024 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (26-10)

Big boost for Contra Costa's one-call paratransit plan

\$1 million grant will help make scheduling rides seamless, even make some rides free



Deborah Stott, 72, of Bay Point, takes part in a demonstration of the paratransit shuttle's wheelchair lift during a Contra Costa Transportation Authority media event in Walnut Creek, Calif., on Friday, May 31, 2024. CCTA detailed its expanding transportation services for seniors, low income residents and those with disabilities. (Dai Sugano/Bay Area News Group)



By **KRISTIN J. BENDER** | kbender@bayareanewsgroup.com | Bay Area News Group

PUBLISHED: June 1, 2024 at 3:09 p.m. | UPDATED: June 3, 2024 at 6:28 a.m.



WALNUT CREEK — Paratransit regulators in Contra Costa County are developing a one-stop, seamless transportation system for seniors and people with disabilities — thanks to a sizable federal grant.

The \$1 million U.S. Department SMART grant recently awarded to the Contra Costa Transportation Authority will over the next year allow the agency to develop the “One Call, One Click” system. The aim is to bring together 24 accessible transportation services in the county into one database so users only have to make one phone call to schedule a ride.



Contra Costa Transportation Authority Executive Director Timothy Haile speaks during a media event in Walnut Creek, Calif., on Friday, May 31, 2024. (Dai Sugano/Bay Area News Group)

“With this grant we are getting people where they need to go and getting them to medical appointments and giving them services they didn’t have before and truly providing access and mobility to all,” said Tim Haile, the executive director of the transportation authority, at a news conference Friday.

Through the grant, seniors and people with disabilities will also get 10 free rides a month in the county. Officials said many paratransit users have been missing critical medical appointments because they have to pay \$5 a day for ride services.

Also, people who use paratransit currently have to contact their bus operator for paratransit rides, which requires advance notice and is restricted to certain hours. They have to use a separate service to navigate public transit options and another to use taxis, Lyft or Uber.

Officials said transportation is often cited as a major barrier for residents. Medical appointments

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<p>THE ESTATES AT NEWPORT</p> <p><i>West Sacramento</i></p>	<p>ENCLAVE AT CORDELLA</p> <p><i>Fairfield</i></p>	<p>TIVOLI AT TIBURONI HILLS</p> <p><i>Pittsburg</i></p>	

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The grant will be used to help design an easy-to-use system that will streamline services, significantly reduce ride times, make more rides available on evenings and weekends and give riders access to more geographic areas.

Local resident Pello Smith said he has used paratransit for at least a decade to get around.

"It's been a lifesaver for me for everything I have to do: doctors appointments, shopping or going on a friendly date with my wife," Smith said from his wheelchair Friday.

He's been using a service called One Seat Ride, which has reduced his travel time from Antioch to Walnut Creek from about an hour to 22 minutes.

The "One Call, One Click" program will make getting around even easier for Smith and others, Haile said.

In issuing the grant, federal officials considered complaints from paratransit users as well as figures from the California Department of Aging about the county's aging population. In the next 15 years, the older adult population in Contra Costa County is predicted to grow by more than 30,000 people, many of whom will lose mobility and need paratransit ride services.



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
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Staff Report

File #: 24-2099

Agenda Date: 7/8/2024

Agenda #: 7.

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Meeting Date: July 8, 2024

Subject: Communication, News, Miscellaneous Items of Interest to the Committee

Submitted For: TRANSPORTATION, WATER, & INFRASTRUCTURE COMMITTEE

Department: DEPARTMENT OF CONSERVATION & DEVELOPMENT

Referral No: N/A

Referral Name: N/A

Presenter: John Cunningham | DCD

Contact: John Cunningham (925) 655-2915

Referral History:

This is a standing item on the TWIC Agenda.

Referral Update:

- June 3, 2024: SF Chronicle: *This Bay Area county is eager to put autonomous vehicles on the road. Here's why*
- June 26, 2024: MTC Press Release: *BAHFA to Place \$20B Affordable Housing Bond on November Ballot*
- June 27, 2024: CCTA: Regional Transportation Planning Committee Memo

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Home / News & Media / News Releases / BAHFA to Place \$20 Billion Affordable Housing Bond Measure on November Ballot

News & Media

News Release / Wednesday, June 26, 2024

BAHFA to Place \$20 Billion Affordable Housing Bond Measure on November Ballot

First-of-its-Kind Measure to Help Build and Preserve More Than 70,000 Homes



Credit: Joey Kotfica

Contact: John Goodwin, 415-778-5262
Rebecca Long, 415-778-5289

The [Bay Area Housing Finance Authority \(BAHFA\)](#) today adopted a resolution to place a general obligation bond measure on the November 5 general election ballot in each of the nine Bay Area counties to raise and distribute \$20 billion for the production of new affordable housing and the preservation of existing affordable housing throughout the region. BAHFA is jointly governed by the Association of Bay Area Governments (ABAG)'s Executive Board and by the BAHFA Board, which is comprised of the same membership as the Metropolitan Transportation Commission (MTC).

Today's unanimous vote by the BAHFA Board marks the final discretionary step in the process to place the measure on the November ballot. Under state law, each Bay Area county will now take a non-discretionary, ministerial vote to place the measure on the ballot in that county, in accordance with election deadlines.

The BAHFA bond measure currently would require approval by at least two-thirds of voters to pass. Voters throughout California this November will consider Assembly Constitutional Amendment 1 (ACA 1) — which would set the voter threshold at 55 percent for voter approval of bond measures for affordable housing and infrastructure. If a majority of California voters support ACA 1, the 55 percent threshold will apply to the BAHFA bond measure.

“Today's vote is the culmination of so many years of effort by so many people all around our region,” observed BAHFA Chair and Napa County Supervisor Alfredo Pedroza. “The Bay Area's longstanding housing affordability problems affect all of us, our friends, our neighbors and our family members. This vote is about preserving opportunity for everyone.”

The proposed BAHFA bond measure calls for 80 percent of the funds to go directly to the nine Bay Area counties (and to the cities of San Jose, Oakland, Santa Rosa and Napa, each of

which carries more than 30 percent of their county's low-income housing need), in proportion to each county's tax contribution to the bond. In consultation with its cities and towns, each county would determine how to distribute bond funds to best meet its jurisdictions' most pressing housing needs. These distributions would include:

Alameda County: \$2 billion

Contra Costa County: \$1.9 billion

Marin County: \$699 million

Napa County: \$118 million

San Francisco County: \$2.4 billion

San Mateo County: \$2.1 billion

Santa Clara County: \$2.4 billion

Solano County: \$489 million

Sonoma County: \$553 million

City of Napa: \$246 million

City of Oakland: \$765 million

City of San Jose: \$2.1 billion

City of Santa Rosa: \$242 million

The remaining 20 percent, or \$4 billion, would be used by BAHFA to establish a new regional program to fund affordable housing construction and preservation projects throughout the Bay Area. Most of this money (at least 52 percent) must be spent on new construction of affordable homes, but every city and county receiving a bond allocation must also spend at least 15 percent of the funds to preserve existing affordable housing.

Almost one-third of funds may be used for the production or preservation of affordable housing, or for housing-related uses such as infrastructure needed to support new housing.

The California Constitution currently does not allow bond funds to be used for tenant protections such as rental assistance, but planned investments in new housing and affordable housing preservation will protect tens of thousands of low-income renters and vulnerable residents.

The BAHFA Board today also adopted resolutions approving the Authority's Business Plan and its Regional Expenditure Plan, which explain the prioritization for use of the funds that would be directly administered by BAHFA.

Oversight and accountability provisions to be included in the BAHFA bond measure include the creation of a special bond proceeds account; establishment of a Citizens' Oversight Committee that would review the expenditure of bond proceeds and report to the BAHFA and ABAG Executive Boards on whether the funds were spent appropriately; an independent annual performance audit; a requirement that all bond-projects be consistent with state laws on labor standards; a requirement that administrative costs not exceed the amount prescribed in state law; and a prohibition against any public official who voted to send the ballot measure to the voters bidding on any work funded with proceeds from the bond.

The ABAG Executive Board voted unanimously at its April meeting to adopt a resolution approving BAHFA's Business Plan and its Expenditure Plan, as well as to endorse placement of the bond measure on the November ballot. In her remarks preceding the vote, ABAG President and Napa County Supervisor Belia Ramos noted, "This is a remarkable milestone moment for our region. Housing stability is essential for our community to thrive, and this proposal is a once-in-a-generation opportunity."



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MEMORANDUM

To: Matt Todd, TRANSPAC
Chris Weeks, SWAT
Robert Sarmiento, TRANSPLAN
Sai Midididdi, TVTC
John Nemeth, WCCTAC
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director

Date: June 27, 2024

Re: Items of interest for circulation to the Regional Transportation Planning
Committees (RTPCs)

Timothy Haile,
Executive Director

At its June 12, 2024 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interests to the Regional Transportation Planning Committees:

- A. *The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 562 with Cello Partnership, dba Verizon Wireless to reduce the budget by \$665, 204.40, for a new total agreement amount of \$450,796.60, and a new in-kind services amount of \$717,108.71, for a new total agreement amount of \$1,167,905.31, to eliminate the scope related to Connected Vehicle to Everything, Verizon Connect, and the Data Insight Platform, and allowed the Executive Director or designee to make any non-substantive changes to the language for the Innovate 680 – Automated Driving System (Project 8009.07).*
- B. *The Authority Board authorized the Chair to execute Memorandum of Understanding No. 80.09.04 with Central Contra Costa Transit Authority, dba County Connection and May Mobility to provide, operate, and maintain on-*

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demand wheelchair accessible autonomous shuttles, to receive in-kind services from County Connection, and allowed for the Executive Director or designee to make any non-substantive changes to the language for the Innovate 680 – Automated Driving System (Project 8009.07).

- C. *The Authority Board approved Resolution 24-41-P to adopt Amendment No. 4 to the 2022 Measure J Strategic Plan.*
- D. *The Authority Board authorized the Chair to execute Cooperative Agreement No. 28E.02 with Eastern Contra Costa Transit Authority, dba Tri Delta Transit and approved Resolution 24-42-P, which will appropriate \$800,000 in Measure J Funds for Tri Delta Transit operations (Project 28008), contingent upon East County Transportation Planning Committee’s occurrence.*
- E. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 526 with Advanced Mobility Group to extend the agreement termination date from June 30, 2024 to December 31, 2025, with no increase in agreement value, to provide continued project and program management services for the Transportation Demand Management and Safe Transportation for Children programs, and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- F. *The Authority Board authorized the Chair to execute Amendment No. 1 to Cooperative Agreement No. 60.00.09 with Lamorinda School Bus Transportation Agency (LSBTA) to distribute a subset of Fiscal Year 2023-24 Measure J Program 21c funds to the Lafayette School District and approved Resolution 23-23-G (Rev 1) to revise the funding distribution within the LSBTA share.*
- G. *The Authority Board approved Resolution 24-27-G to allocate Measure J Countywide Bus Services Program 14 funds for Fiscal Year (FY) 2024-25 in the amount of \$6,000,000, and approved Resolution 24-29-G to allocate Measure J Countywide Express Bus Program 16 funds for FY 2024-25 in the amount of \$5,160,000.*

-
- H. *The Authority Board approved the proposed Planning Department Work Plan for Fiscal Year 2024-25.*
- I. *The Authority Board authorized the Chair to execute a Memorandum of Agreement with the Metropolitan Transportation Commission (MTC) for the Mobility Nexus Project, allowed approval for the Executive Director to enter into funding agreements with MTC to receive grant funding on behalf of the Authority, if the Environmental Protection Agency grant application is awarded, and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- J. *The Authority Board approved Resolution 24-38-A to adopt the Authority's Fiscal Year 2024-25 proposed budget totaling \$210.6 million for projects, congestion management, planning, programs, administration, and debt service necessary as required for Authority operations, capital improvements and programmed activities planned from July 1, 2024 through June 30, 2025.*
- K. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 529 with Convey, Inc. in the amount of \$300,000, for a new total agreement value of \$2,023,372, to provide public engagement support for the Innovate 680 Program (Program) and extend the agreement termination date from June 30, 2024 to June 30, 2026; Amendment No. 2 to Agreement No. 535 with Advanced Mobility Group in the amount of \$618,278, for a new total agreement value of \$1,677,653, to provide engineering manager support services for the Program and extend the agreement termination date from June 30, 2024 to June 30, 2026; and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- L. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 520 with HDR Engineering, Inc. in the amount of \$780,000, which includes \$56,663.02 in contingency, for a new maximum total agreement value of \$9,780,000, to provide additional environmental and engineering services for the Interstate 680 Northbound Express Lanes*

Completion (Project 8009.02) Project Approval and Environmental Document phase of the project, and allowed the Executive Director or designee to make any non-substantive changes to the language.

***To view the full meeting packet with additional agenda item information, please visit our meetings webpage [here](#). Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.**

BAY AREA

This Bay Area county is eager to put autonomous vehicles on the road. Here's why

By **Ricardo Cano**, Reporter

June 3, 2024





Zach Zelif, center, with Glydways, gives a demonstration of an autonomous vehicle shuttle during its unveiling outside the Roundhouse Market and Conference Center in San Ramon. The company is manufacturing Contra Costa County's AV shuttles.

Yalonda M. James/The Chronicle

The rapid expansion of driverless robotaxis has drawn considerable pushback from officials in San Francisco and the Peninsula who argue that the self-driving technology hasn't proven to be ready for mass deployment.

Across the bay, however, one county is striking a different tone on autonomous vehicles and is eager to put them on local roads.

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 - **More on driverless cars:** [One crash set off a new era for self-driving cars in S.F. Here's a complete look at what happened](#)
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If Contra Costa County officials' vision for the future becomes reality, on-demand, autonomous vehicles would share public roads with private cars and public transit, transporting elderly residents to their local grocery store.

Driverless shuttles would carry residents living in the county's remote corners to BART's Antioch Station. And residents who use wheelchairs would be able to hail an accessible driverless vehicle with a human attendant available for assistance to commute to hospital appointments.



The Presto Autonomous Vehicle for mobility is parked outside the Roundhouse Market and Conference Center in San Ramon.

Yalonda M. James/The Chronicle

Contra Costa County officials' enthusiasm for autonomous vehicles comes at a time when leaders in other cities and counties in the Bay Area have grown wary of the technology.

More For You

Here's how S.F. tourists can ride in Waymo's driverless robotaxis





Waymo to begin testing its driverless robotaxis in these seven Bay Area cities

Citing [San Francisco's spotty experience](#) with robotaxi companies Waymo and Cruise, a Bay Area lawmaker introduced a bill in the state Legislature that aims to curtail the commercial expansion of self-driving cars by giving cities the power to place restrictions on how and when they can operate. Another bill would prohibit testing and deploying long-haul driverless trucks in the state without a human backup driver.

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But officials in Contra Costa, for years, have been planning to deploy their own autonomous vehicles to solve an endemic issue for the suburban county, where many trips are less than two miles and often require driving a private vehicle — even to use public transit.

“We have a first- and last-mile problem,” said Tim Haile, executive director of the Contra Costa Transportation Authority. “We feel we can really address a lot of use

cases and gaps in the current transportation network with shared autonomous vehicles, so that led us to really investing in better understanding this technology and how to use it in a safe way.”



The Aurora Autonomous 18-wheeler is parked outside the Roundhouse Market and Conference Center in San Ramon. Contra Costa County has become an advocate for advancing autonomous vehicles.

Yalonda M. James/The Chronicle

The county's AV deployment began last year with the launch of two autonomous shuttles that operate a fixed-route across sprawling Bishop Ranch, a 600-acre business hub in San Ramon. The free shuttles tend to fill during lunchtime with Bishop Ranch workers bound for shops and restaurants in the hub's commercial center.

This summer the East Bay county will deploy three wheelchair-accessible autonomous shuttles that will provide on-demand transportation to Contra Costa

Regional Medical Center in Martinez for nearby patients. As part of the project, the county is training some paratransit bus drivers to become safety attendants who assist riders boarding the autonomous vehicles.

The Contra Costa Transportation Authority will also deploy two autonomous shuttles in the gated adult community of Rossmoor in Walnut Creek by this summer. The shuttles will be primarily used to transport senior residents to the community hub, which includes a popular fitness center, on the northern end of Rossmoor.

Like the Bishop Ranch AV shuttles, the Rossmoor and county hospital autonomous shuttles will operate on public roads shared with human drivers.



Contra Costa County is preparing to launch a 28-mile closed circuit autonomous vehicle system that would link four east county cities by robot shuttles.

Yalonda M. James/The Chronicle

By 2028, county officials expect to launch the first segment of Contra Costa's most ambitious AV project — a 28-mile, closed-circuit network of autonomous shuttles vying to connect Pittsburgh, Antioch, Brentwood and Oakley via compact driverless cars.

The \$450 million project will connect riders to the BART's Antioch Station and other central hubs in the four east county cities using wheelchair-accessible shuttles that seat up to four people. Riders will be able to hail a shuttle at a predetermined stop through an app.

"You get your own personal space to go from point A to point B," said Gokul Hemmady, CEO of Glydways, the company providing the self-driving technology. "It is like ride-hailing, i.e. you never have to wait. You'll have a predictable journey time all the time so you're not stuck in traffic or stuck in congestion."

Contra Costa's fascination with autonomous vehicles shouldn't come as a surprise. The county is home to one of the largest AV testing facilities in the country, the GoMentum Station in Concord, used by companies like Honda and Uber.

The former Concord Naval Weapons Station includes 5,000 acres of private roads for autonomous vehicle testing and offered "a front-row seat" to "a lot of advancement in the technology," Haile said.

The impact and duration of the county's near-term AV deployments — in Rossmoor and Martinez — is unclear. Both projects got off the ground with the help of federal grants.

Adrian Byram, a Rossmoor resident, is excited about the idea of being part of the autonomous vehicle experiment. Still, he's tempered his expectations of the Rossmoor driverless shuttles.

The shuttles will cover about a half-mile of the Rossmoor community, which spans more than 1½ miles, and will operate a fixed route serving only two stops, according to Byram.

But Byram, 78, is bullish on the technology, and believes it will help neighbors who are no longer able to drive personal vehicles.

"It's a very big opportunity and a very big necessity because as we get older, you can't drive as well, and eventually it comes to a point where you can't drive at all," Byram said. "We need to find a way of enabling people who do not have access to a car because of mobility or sight problems to allow them to actually still live in an independent way and get around town in a convenient manner, and this is one step toward that."

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